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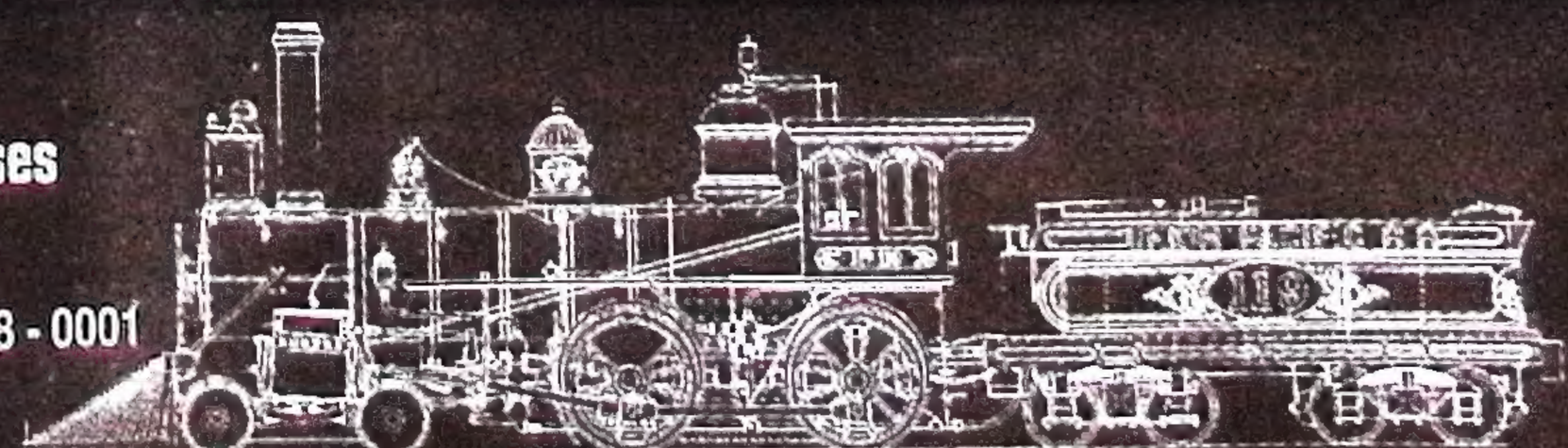

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KODACHROME: CRAIG ELLIS

UTAH RAILWAY has used a variation of its classic gray and red diesel livery on its new rebuilt ex-CSX SD40-2s. The 9002 was at Martin on October 11 on its first day of service. Utah's 9001-9011 will be replacing the MPI SD45 rebuilds which had been leased to replace Utah's worn out SD45s and F45s. See page 52 for details.

Railnews

6X7 EKTACHROME: GEORGE R. COCKLE

"TRADITIONAL YELLOW" has replaced the "Zito" safety yellow on the C&NW, as shown on C40-8 8558, factory painted by GE and seen at Council Bluffs on September 4. See page 52.

KODACHROME: KEN BORG

NORFOLK SOUTHERN GP60s 7101-7150 began arriving in late 1991. The 7140, seen at Melvindale, Michigan, on October 6, was given special Operation Lifesaver logos and is reportedly the only one so treated. Expect to see individual 7100s assigned to Road-Railer service. The next order for NS will be SD60s, which are scheduled to receive EMD's Integrated Cab Electronics gear.

KODACHROME: PAUL MEYER

KODACHROME: MIKE DEL VECCHIO, LIGHTING: NUNZIO BUFFARDI and CHARLES BERKEMEYER

ILLINOIS CENTRAL has purchased 44 SD40-2s from BN. Some have arrived still in BN green (to be repainted by IC) while others have arrived in full IC paint like the 6134 leading coal train UKW east out of Kankakee on September 15. See page 52.

THE WHIPPANY RAILWAY MUSEUM in New Jersey held its Railroad Festival '91 on September 21. GP38 7883, a boxcar and caboose from Conrail posed for photos (**left**) the night before. See page 50.

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From the Publisher's desk: More Collectibles

Let's face it. Railfans are packrats: collectors of anything and everything that pertains to railroading. The list of collectibles is broad and varied. For example, fantrip flyers distributed at club meetings or received in the mail get dumped into "the" box to be filed later. Any visit to a railroad station is an excuse to pick up a complete collection of the latest timetables. Train meets are treasure troves for railroad postcards, books, magazines, switch keys, lanterns, tie nails, transfers, old tickets and other "stuff."

Some "stuff" is on the bulky side. A Susquehanna switch stand can be found in our office lobby because it stands too tall for anywhere at home unless we drilled a hole in the ceiling. I once acquired a Jersey Central 0-6-0 headlight, finally disposing of it because I didn't have room at the time. I do have a rare arc headlight from a North Jersey Rapid Transit Jewett-built interurban acquired from the late E.J. Quinby, along with an NJRT trolley controller, probably the only such pieces to have survived.

I'm still kicking myself for passing up a Boston Revere Beach & Lynn lantern in a New England antique shop last year (No, I don't remember where!), but how many lanterns can you accumulate? You can still buy replacement glass inserts for switch and train lamps. Maybe someday I'll find the missing glass for my NYO&W baggage car Pintsch lamp which I bought from the railroad. There is also a destination roll sign from a Third Avenue trolley and another from an IND subway car, as well as a number of metal IND destination signs. There's also a TARS full size decal printed in reverse on the backing sheet.

Builder's plates are highly collectible, but buyers should be careful that they're not getting stolen merchandise. It wasn't that many years ago that Penn Central police visited a train meet and arrested a dealer for selling builder's plates from brand new diesels just delivered. I do have a cast Alco plate from a Santa Fe PA unit that still has a heavy caking of red, yellow and silver paint. I wonder if I'd swap it for an Erie K-5 plate if it was offered me? I've resisted the temptation to removed the old caked paint — so far!

All such items look great when cleaned up and mounted on a wall or displayed neatly glass cabinets. Bill McKelvey has a great collection of rail sections about an inch thick, polished on the sawn sides and protected in the bottom with green felt. Almost all are identified as to source, and many are from long-gone roads or are railheads long vanished from the operating scene. Bob Mohowski has a railroad room paneled with lettered wood sheathing from an old Wellsville, Addison & Galeton boxcar.

Many collectibles are extremely rare, and the present holders should assure their safe keeping, as many such pieces will eventually make their way to transportation museums. Spikes and similar unstamped iron should be carefully labeled and identified. And if anybody wants to send me the headlight for Illinois Central No.1, I'd be eternally grateful!

RAILFAN & RAILROAD

January 1992/vol.11 no.1

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Cover

In bold red and white colors of the Georgia SouthWestern, former B&O GP9 6541 is in the Norfolk Southern yard at Columbus, Georgia, to handle interchange work on August 9, 1991. R.C. Thomason of Columbus takes us for a look at the three RailTex short lines in southwestern Georgia in his article beginning on page 67, and on page 70 Bob Thompson of Paris, Texas, gives us an overview of the parent RailTex organization of San Antonio. Incidentally, the 6541 is the only GSWR unit to wear the red livery, but many of its sister units on the GSWR, Georgia & Alabama and Georgia Great Southern are even more colorful. Kodachrome: R.C. Thomason.

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Fanmail

Pioneering the Fort Smith Railroad

On page 4 of the November '91 issue, you published a photograph and caption of ex-Wabash & Grand River RS3M 7802 in transit at BN's North Kansas City, Mo., yard. Said engine was not returning to Chillicothe, but it was in fact en route to the Fort Smith Railroad, which as of July 7, 1991, became the newest operating division of Pioneer Railroad (renamed at the scheduled October 19, 1991, stockholder's meeting to Pioneer Railcorp). Also on the property per my personal inspection on September 30, 1991, were freshly repainted and overhauled GP9s 1791 and 1902, which the Fort Smith Railroad bought from National Railway Equipment. A 49-mile former-UP line between Fort Smith and Paris, Ark., this 10,000-plus carload-per-year operation will soon be followed by the "Alabama (Southern)" Railroad Co., a 59-mile former-L&N branch from Flomaton to Corduroy, Alabama. This line is in the 4000 carloads a year range.

CHRISTOPHER L. CHAMNESS
Claremont, Calif.

Green Bay goofs

There are a few comments on my November '91 GB&W article that I wanted to mention before anyone else does. On page 72, "Hutson" Street interlocking should read Hudson, and a caption on page 73 calls the RSD15s "RS27s" (the editor, who wrote that caption, thinks in terms of DL600Bs and DL640s and got his "RS" designations mixed up). Lastly, and this was my error, I listed County Trunk "O" to follow the GB&W west from State Highway 73. I mis-read my own map, that should read County Trunk "Q."

ANDREW NELSON
Park Falls, Wisc.

GB&W deliverance

Andrew S. Nelson really delivered the goods on the Green Bay & Western Update in the November '91 issue. If only all your article requests could be answered so well — and so quickly. Living on top of a subject never hurts.

As an update on part of the article, there is still no rail ferry service across Lake Michigan, and auto ferry service is being revived. As of last August, the three carferries and the Ludington, Michigan, facilities have been sold by Michigan-Wisconsin Transportation (*MWT*, not "WMT" as stated several times in the article). The new company, Lake Michigan Cross-Lake Shortcut, plans on resuming auto-ferry service out of Ludington in May 1992. Unfortunately for Kewaunee, they've chosen Manitowoc as their Wisconsin port. Cross-Lake Shortcut has decided that concentration on passengers and automobiles will be more profitable, and Ludington's one rail connection, CSX, has

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shown no interest in the resumption of freight service.

My source for this information are the Ludington *Daily News*, a sign at the ferry slips with its announcements and my contact at the yard office for CSX in Ludington. Like I said, living on top of the subject (six miles away) never hurts.

DARREN STRUBLE
Scottville, Mich.

The West Side Freight Line

Bob Harts' story about the New York Central's West Side Freight Line in the October '91 issue brought back memories of my early days of trains in New York City. I am from the Bronx and can remember seeing trains on the old NYB&W, now part of the NYC subway system. Getting back to the article, in the early fifties CBS-TV acquired the old Sheffield Farms milk plant on West 57th Street (page 68 upper photo, right-side red and white building). We were on a survey of the building and were taken to the sub-basement, and there, lo and behold, were the loading docks and rail spur for the west side line under the building and the street. I can only assume for the up loading of raw and then-processed milk from upstate.

SOL TABACHNICK
Valley Stream, N.Y.

Some Purdie fine memories

John Craft's excellent article "Celebrating 25 Years of Steam in Dixie" in the November '91 issue brought back a flood of happy memories.

It was almost by accident that I was at Anniston on November 2, 1969; I was on my way to Atlanta to assume duties as road foreman of engines for the SCL. But it was not by accident that I wound up as "volunteer help" cutting coal and handling water for Bill Purdie during the three years I spent in Birmingham as a supervisor for Bill's employer's competition.

A subsequent move to Washington, D.C., put me in position to again work for Bill on the Bicentennial runs out of Alexandria, but as a fat-and-forty-and-out-of-shape fireman. Bill was too kind to tell me he must have been scraping the bottom of the barrel, and I was fortunate not to let him down.

Since leaving Washington, my experiences with the Southern-N&W-NS steam program have been regrettably few. I love the locomotives from childhood, but other pressures keep me from seeing them as much as I'd like.

One aspect of the memories stands out. The Claytor-Bistline-Purdie steam program was, above everything, a class act and a great credit to all. Even their rare failures were handled gracefully. It is difficult to see how anyone could have done better with locomotives beset with the limitations inherent in the 750, 630, 722 and 4501.

ED KING
Downers Grove, Ill.

Southern corrections

My congratulations to John Craft for a job well done on the 25th Anniversary of Southern steam story in the November '91 issue. It was well written, and the photographer bylines were like a reunion of pacers and chasers over a quarter-century of shooting many of the trips. But I have a couple of corrections. First, the Kentucky & Tennessee replaced their Mikados with 1000 h.p. Alco

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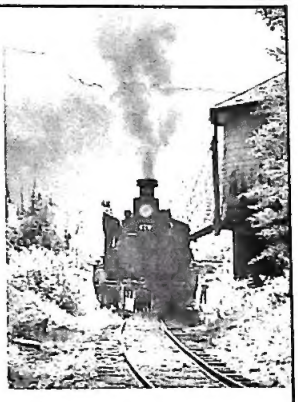

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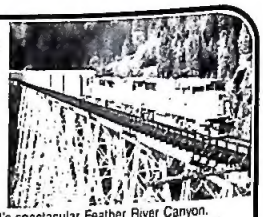

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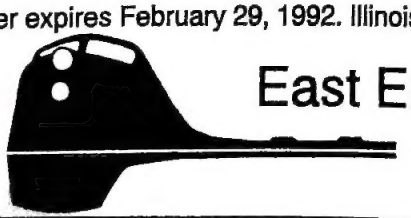
"Windy City Hot Spots No. 2: Rondout, IL"

You'll see solid Milwaukee Road lashups, plenty of Soo Line action, Metra's suburban rush hour parade, and some wild-looking Amtrak consists. But there's more: Lake States, Soo Line's ex-ICG SD40As and ex-KCS SD40s, BN detours, lease power, a Soo Line inspection train, WICT F7As, DM&IR SD9s, EJ&E SD38s and SD38-2s, and vintage footage of the North Shore, Milwaukee Road Hiawathas, EJ&E centercabs, and much more!

(60 min.) Was $35.00 Now $30.00.

Offer expires February 29, 1992. Illinois residents add 6.5% tax.



East End Productions
P.O. Box 645
Fox Lake, IL 60020

S2s, not the non-turbo lower horsepower S1. Second, Texas & Pacific 2-10-4 610 was a great engine, but out in Texas it was designed and it performed as a high-horsepower medium-speed tonnage engine. The T&P 2-10-4s were built to average cruising speeds of 25-35 m.p.h., as witness the size of the drivers. The 610 could hustle, but the resulting ride quality and/or potential damage to track outweighed the advantages. Put simply, all that rotating mass (side and main rods, drivers, pistons, etc.) needed a greater wheel diameter to up the speed. The 610 did exactly what it was designed to do, move tonnage at medium speed across west Texas and having the power to take on the many hills without helper. Santa Fe, however, had some huge 2-10-4s that rode on 74-inch drivers, and they could cruise easily in excess of a mile-a-minute.

ALTON B. LANIER
Memphis, Tenn.

On the BR&W

"Railfanning is..." watching at sunset as a 1937 Alco 2-8-0 shoves a pair of derelict RS1s into position to meet the torch and thinking, "what a fitting way to go."

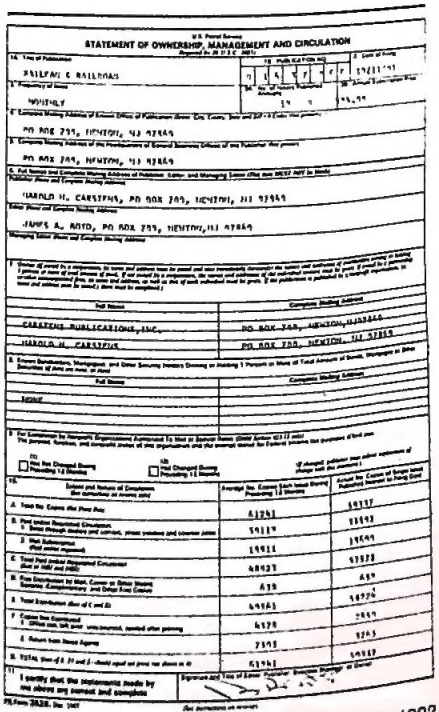
I was on hand to witness the above at Ringoes, N.J., on Sunday, September 29, 1991, as Black River & Western Railroad's newly rebuilt 2-8-0 No.60 moved BR&W RS1s 58 and 204 into place for scrapping the following day.

SEAN SIMON
Hamilton Square, N.J.

"Whetstone Valley Express"

Would like to add some information to the December '91 news item about the Sisseton Milbank Railroad's "Whetstone Valley Express" in conjunction with "Trainfest 7" in Milbank. Powered by SMRR's EMD SW1200 627, the train consisted of the 1934 Milwaukee Road branch line coach 2705, the 1913 Soo Line coach 2111, and the 1911 Milwaukee Road coach 993. A total of 2465 passengers road the twelve trips between Milbank and Corona, South Dakota. Over 10,000 people from 24 states attended the event.

NEIL BAGANS
Milbank, S.D.



STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

BRILL BULLETS & THE RED ARROW LINES

Kaplan

NEW BRILL BULLETS & THE RED ARROW LINES

Frank Pfuhler captured Philadelphia's Interurban transit lines in their prime in 1955. His Beautifully photographed, razor sharp images have frozen for history what was, at that time, one of the best managed and most successful traction empires in the nation. West of Philadelphia lay the Red Arrow high speed electric lines. The Sharon Hill, the Media and Ardmore Routes are covered in detail as they traversed what was then rural countryside. The second half of this tape depicts the high speed, third rail Norristown line - the home of the celebrated Brill Bullets. See the original Strafford line cars in action. Complete coverage of the entire main line between 69th Street and Norristown with the authentic whine and all the characteristic ambiance that only a Brill Bullet could create.

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NEW PHILADELPHIA TROLLEYS – 1955

From the dozens of lines operated by the Philadelphia Transportation Company, Frank Pfuhler has selected eight of the most interesting routes. Here are some.

ROUTE 26: From the edge of Wissahickon Creek in Germantown across the top of Philadelphia and out the semi-rural line to Fox Chase.

ROUTE 52: North from the Schuylkill River in old double-enders on Chelton Road.

ROUTE 6: From Olney Terminal at the subway's northern end into the countryside on private right of way all the way to Willow Grove.

ROUTE 20: From Olney Terminal south the entire length of the city to the Delaware River and the Navy Yard.

ROUTE 42: All the way across the center of Philadelphia from the Delaware River, over the Schuylkill River to Cobbs Creek.

A detailed study of the Market Street crossing of the Schuylkill where the subway and five different trolley routes funnel together and dive underground en route to City Hall.

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SSL SOUTH SHORE MEMORIES Myron Weber's study made 25 years ago and The Sunday River made 10 years ago winter & summer. Plenty of 'Little Joes'. 32 min $29.95

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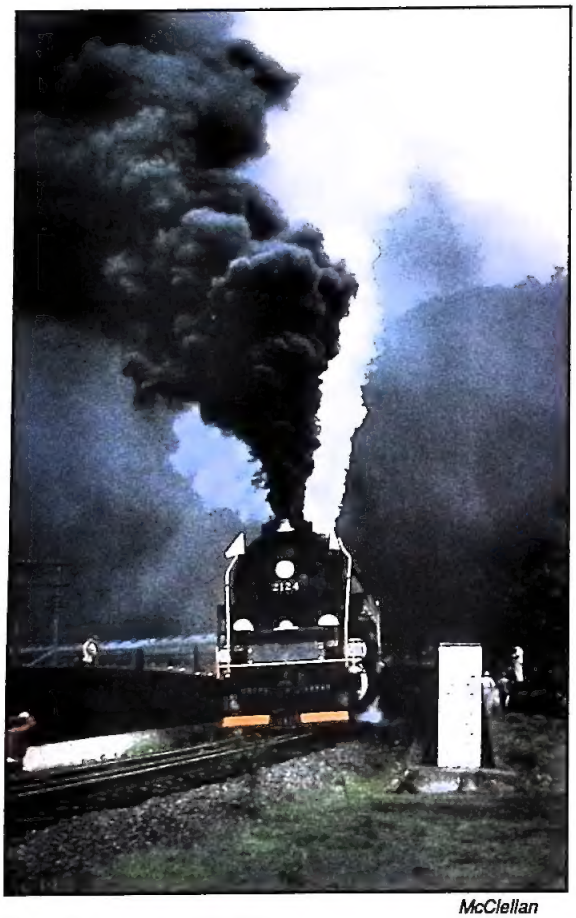

McClellan

The Complete 2101

One real rip snorter of a steam railroad film. Sunday River cameras are staring down the stack from helicopters and pacing a scant 5 feet from the drivers as an inky column of smoke skyrockets hundreds of feet in the air. This is 2101's finale as, wearing Chessie colors, she attacks each of the two steepest mainline grades in Eastern North America: Sand Patch and the 17 miles to Terra Alta with 19 heavyweight cars and no helpers whatever. Find the equal of this in any tape anywhere and we'll gladly refund your money.

And this is only a part of a story that starts with 2101 dragged from a Baltimore scrap yard and three months later Queen of the American Freedom Train. Pacing in the deep snows of northern New England; in the cab and on the ground winding across the New Haven's "back door" route thru the Taconic Range.

Opens with Fred McLeod's footage of T-1s, shot in 1953, playing the role that God and their makers intended: **hauling freight.** Sync sound recordings, freight whistles and all. **The Complete 2101** 37 min. $39.95

Rambling On The Reading

Over 6 years, starting in 1959, The Reading Railroad ran 59 trips for steam enthusiasts the length and breadth of their system, many of them doubleheaded, all with the famed 4-8-4 T-1 Northerns as power. Most were recorded by Bill McClellan and his son Rob. Here are 22 of their best with freight and passenger whistles in frequent dialogue: a roaring salute to steam as a storm of doubleheaders thunder across meadow and mountain from the first green of Spring to the last blaze of autumn. **2124 Rambling On The Reading** 60 min. $39.95

The Complete 2102

Of The Reading Railroad's thirty magnificent Northern type locomotives, only one survives in operating condition: 2102. This is the saga of the 2102's return to stardom. All of the episodes but one are covered by helicopter. In 1971, along the Greenbrier from Ronceverte to Cass. In 1972 from the ground and the air on the coldest day in Maryland history between Baltimore and Hagerstown. Some of our best snow scenes. In 1973, dressed to resemble Delaware & Hudson steam locomotives, she doubleheads with CPR 653 en route to Montreal. Then from Hoboken, NJ along the Delaware River, over both the Starucca and Tunkhannock Viaducts and attacking the Scranton Canyon grade. Finally, pacing by helicopter from Pittsburgh to Altoona on the Pennsylvania Main Line doubleheading with Grand Trunk 4070. Closes with action on the Blue Mountain and Reading.

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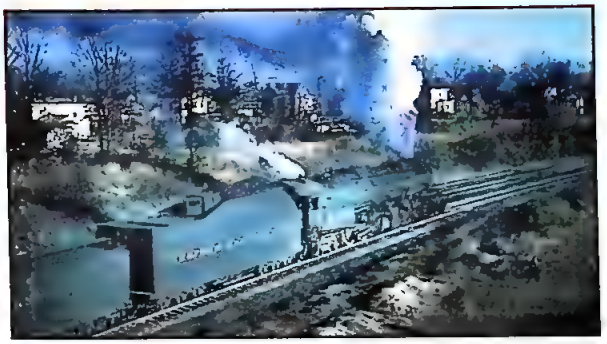
Features Fred McLeod's **sync sound** footage from the early 1950s of 2-8-8-4 "Yellowstone" type locomotives on the Baltimore & Ohio, the last and most efficient Main Line articulateds built in America. For a stunning comparison we have added what is generally agreed to be the world's most powerful steam locomotive, the rigid frame 2-6-6-6 Allegheny types of the Chesapeake & Ohio. They even outweighed the Union Pacific "Big Boys." Plus a sprinkling of President Class 4-6-2s on the crack B & O limiteds: "The Cincinnatian" and "The Washingtonian." Also C & O Streamlined Hudsons with "The Sportsman" and "The George Washington." A single 2-6-6-6 westbound from Covington with 100 loaded hoppers creeps to the summit at barely 5 MPH. But the speeds of the fast freights thru White Sulphur and Hinton equal and probably exceed anything today. The B&O articulateds are shown pounding thru Confluence and racing by New Castle, Pennsylvania.

McClellan



McClellan

Opens with brief scenes of B&O M-1 Mallets and the C&O 2-6-6-6s taken from our tape: "Baltimore & Ohio Steam." Closes with Archie Julian's "Battle For The Blue Ridge" - a mixture of Norfolk & Western branch line Pacifics, class A and Y articulateds, plenty of streamlined, J Class Northerns on the Powhatan Arrow and the Pocahontas and, even, the experimental coal turbine "Jawn Henry." The latter from our 1218 tape "The Big A". Mixed color and Black & White. A definitive study of the monsters that ruled the rails in Eastern America for the better part of a generation. Only Sunday River has it. 38 mins.

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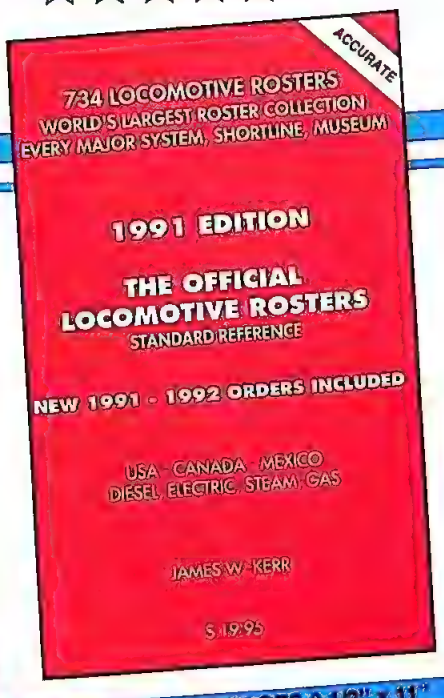

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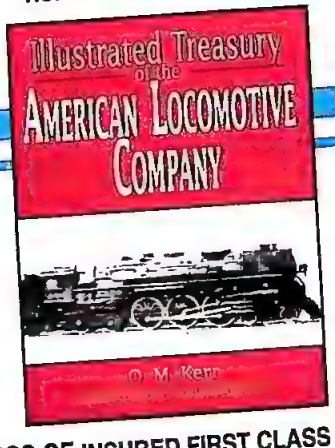

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Timetable

Listings in this column are published without charge and are run on a space available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg April issue available during all of March).

RAILFAN EVENTS

STRASBURG, PENNSYLVANIA, through March 3, 1992. "Speed, Safety, Comfort: Images of the GG1," a special exhibit at the Railroad Museum of Pennsylvania on Route 741 (opposite Strasburg Rail Road). For hours and other information phone the museum at 717/687-8628.

WHIPPANY, NEW JERSEY, December 1, 8, 15 and 22. Santa Claus Special at Whippany Railway Museum, Route 10 West & Whippany Road. Morristown & Erie Alco diesels will power 45-minute, 10-mile round trips departing Whippany Station rain or shine at 1, 2, 3 and 4pm. Adults $5, under 12 $2.50, babies not occupying seat free. Advance ticket reservations recommended. Send check or money order and SASE to: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 201/887-8177.

NEW HOPE, PENNSYLVANIA, December 4-22. Santa Claus Special Trains on New Hope & Ivyland Rail Road. Steam-powered nine-mile, 50-minute round trip to Lahaska departs 10am, noon, 2 and 4pm Wednesday, Friday and Saturday. Additional 6:30pm departure Friday and Saturday. Sunday departures at noon, 2 and 4pm. Adults $6.50, ages 3-11 $3.25, under 3 free, senior citizens $5. Also visit musuem and gift shop. Reservations recommended. Contact: New Hope & Ivyland Rail Road, P.O. Box 634, New Hope, PA 18938; 215/862-2332.

BALTIMORE, MARYLAND, December 7. "The Royal Blue" shoppers special to Philadelphia sponsored by the B&O Railroad Museum. Depart Baltimore (Riverside Yard off Fort Avenue at Ludlow Street) 8am, arrive Philadelphia 11:30, depart Philadelphia 3:30pm, arrive Baltimore 7:30pm. Adults $48, children $40. Ticket stubs good for free admission to B&O Railroad Museum between excursion date and December 31. Contact: B&O Railroad Museum Excursions, 901 W. Pratt Street, Baltimore, MD 21223-2699; 301/752-2393.

COLORADO RAILROAD MUSEUM, December 7-8. Narrow gauge 2-8-0 346 will operate on the Santa Claus Train. Contact the Colorado Railroad Museum at 17155 W. 44th Avenue, P.O. Box 10, Golden, CO 80402; 303/279-4591.

SILVER SPRING, MARYLAND, Saturday-Sunday during December. Holly Trolley Illuminations at the National Capital Trolley Museum, 1313 Bonifant Road, between Layhill Road and New Hampshire Avenue north of Wheaton, 5pm-9pm. View outdoor Christmas lighting displays while riding the museum's antique trolleys. Sing-alongs and visits from Santa. Rides $2 for adults, $1.50 for ages under 18. For information phone: 301/384-6088.

STOURBRIDGE LINE RAIL EXCURSIONS operate on Lackawaxen & Stourbridge trackage along the scenic Lackawaxen River in northeast Pennsylvania on the following dates powered by BL2 No.54. Times shown are for departure from Honesdale. For tickets or further information contact: Wayne County Chamber of Commerce, 742 Main Street, Honesdale, PA 18431; 717/253-1960.

Santa Express, December 7 and 14 at 9am, noon and 3pm and December 15 at 1pm, Honesdale-Hawley, $6.50.

BOSTON, MASSACHUSETTS, December 14. "34th Street Express" chartered Amtrak shopper's special to New York City. Depart 7am, return by 11pm. View Radio City Christmas spectacular or enjoy Circle Line Cruise around Manhattan Island. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486 or phone: 617/361-4445.

PERRIS, CALIFORNIA, December 21-22. Orange Empire Railway Museum 7th Annual Santa's Christmas Train will run both days (museum hours 11am to 4pm) along with regular PE Red Cars and trolleys. All-day ride passes $5 for adults, $3 for ages 6-11 and free for ages 5 and under. Contact: Orange Empire Railway Museum, 2201 South A Street, Perris, CA, 92370; 714/657-2605.

FORT MYERS, FLORIDA, January 4. Rare mileage, full-day 180-mile round trip excursion behind Seminole Gulf Railway GP9s south to end of industrial track, then north to Arcadia via Caloosahatchee River lift bridge. Includes five-mile freight-only siding to Baker and wye at Arcadia built at connection for Charlotte Harbor & Northern with ACL. Photo stops. Box lunches, meals and legal beverages on train. Tickets $65. Send SASE to Jeanne Hickam, Scale Rails of Southwest Florida, P.O. Box 1382, Cape Coral, FL 33910-1382 (813/549-3961).

BOSTON, MASSACHUSETTS January 25. "Snowflake Special" chartered Amtrak train to the Berkshires (400 miles

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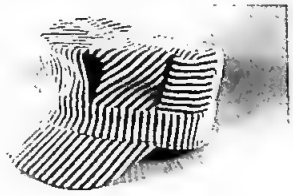

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VOLUME I offers a fascinating look at Jersey City Terminal in steam, and includes a survey of the various classes of Pacifics used in commuter and long-distance service. You'll witness rush hour at the terminal, visit the NJ&NY and Greenwood Lake lines, and even view Erie steam pulling Susquehanna trains!

VOLUME II opens with more coverage of Jersey City Terminal, featuring film shot by Erie expert Bob Collins! Next, climb aboard the cab of the *Erie Limited* for a ride down the mainline with trackside action at such locations as Ridgewood Junction, Collins' Curve, Suffern, Black Rock Cut, Port Jervis, and Mill Rift. You'll view the famous Erie Berkshires and a variety of other power, including K5 Pacifics, 2-8-2s, and 2-10-2s! Other highlights include an M&U 4-4-0 and O&W diesel power at Middletown, Rahway Valley steam, and triple-headed pushers at Forest City.

Each volume runs 45 minutes, includes b/w and color archival film, maps, and our famous synchronized sound. Written and produced by Marc S. Balkin, narrated by Tom Moran.
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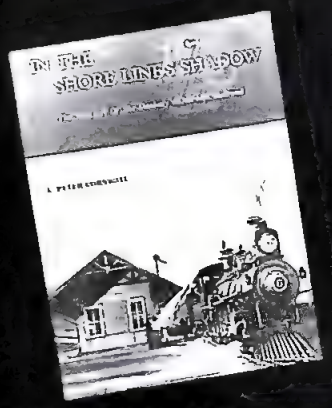

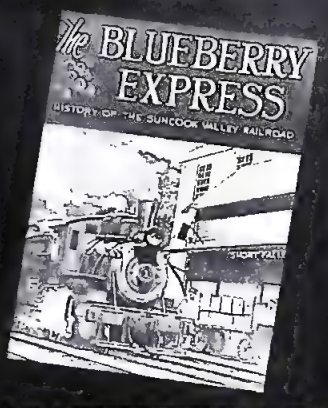

IN THE SHORE LINE'S SHADOW - The complete history of the New Haven's Danbury & Norwalk Branch from 1850 to today's Metro North commuter operations. The cover features a full color painting commissioned especially for this book. A selection of 128 photos (33 in color) plus maps; ticket and timetable reproductions; and other memorabilia support the lively text. New Haven enthusiasts will love this book!

Hardbound - $34.95 Softbound - $19.95

THE BLUEBERRY EXPRESS - A 120-page journey into the history and bucolic character of a rural branch line operated by the Boston & Maine, then set free to become New Hampshire's first independent shortline railroad. Includes a full chapter on the mail service operated over the line including 10 RPO postmarks from 1870 to 1952. The 154 photos include 6 in color and are accompanied by timetable, ticket and stock reproductions. A must for those fascinated by America's shortline railroads!

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NORTH FREEDOM, WISCONSIN February 15. Railfan Snow Train sponsored by Mid-Continent Railway Museum. For details send SASE to: Agent, Mid-Continent Railway Museum, P.O. Box 55, North Freedom, WI 53951

CHATHAM, NEW JERSEY, February 15. EastRAIL '92 multimedia slide presentations at Chatham High School, 255 Lafayette Avenue. Professional quality dual-projector slide/sound programs by the East's top photographers. Included will be programs by Frank Etsel, Steve Barry, Tom Nemeth, Chris Kimler, Alan Bellis, Jim Boyd and others. Hosted by R&R and *Railpace* magazines and sponsored by the Jersey Central Chapter NRHS. For times, ticket price and details, contact: JCRHS EastRAIL, P.O. Box 700, Clark, NJ 07066.

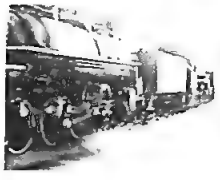
STOCKTON, CALIFORNIA, March 7. Winterail '92 at Scottish Rite Temple. The 14th annual show features multimedia slide presentations by noted rail photographers from noon to 10:30pm, plus a railroadiana sale and swap 9am-5pm. For all-day admission to both events, send payment of $16 per person and SASE to: Winterail '92, P.O. Box 23721, Oakland, CA 94623-9991. Advance purchase by mail is strongly recommended. For admission to just the railroadiana sale, pay $3 at the door. Meet some of the world's most well-known railfans and enjoy northern California railroad action at nearby Stockton Tower, Franklin Canyon and Altamont Pass.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the *Steam Passenger Service Directory*, published by *Locomotive & Railway Preservation*, P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $8.95 plus $1.75 shipping & handling ($2.50 shipping & handling Canada and overseas; Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of nearly 300 rail attractions.

INTERNATIONAL TOURS

MAIN LINE MILEAGE MONTH-LONG MARATHONS during 1992 in Australia, New Zealand, Canada and the U.S. Multiple daily runs, sleepers and diners included, prices from



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4. "85 YEARS ON BROADWAY"
A meeting of #7002 and the 1987 edition of the Broadway Limited during 85th Anniversary ceremonies. Also seen, #7002 steamin' hard during the summer on the Strasburg RR.
ALSO on the same tape
"LITTLE OLD AND SLOW"
Featured is the #10 railcar of the old Lancaster, Oxford and Southern. See #10 pass #90 in the hole at Groff's Grove then a dramatic startup and passby.
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5. "PENNSYLVANIA SHORTLINES"
See 8 excursion railroads in Pennsylvania including: East Broad Top, Gettysburg, Wanamaker Kempton and Southern, Steamtown USA, Pioneer Tunnel, Strasburg, Blue Mountain and Reading, and New Hope. Ride the cabs, see the steaming action of passbys!!
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VINTAGE NEW ZEALAND POWER will lead excursions February 10-19, 1992, in conjunction with the 2nd BP Pan Pacific Vintage Car Rally. Locomotives Ka945 (4-8-4), Ja1271 (4-8-2), J1234 (4-8-2) and Da1431 (GM-built G12 diesel-electric) will haul ten vintage passenger cars to a variety of locations and events including the Grand Parade of vintage autos at Palmerston North, the spectacular Manawatu Gorge and the Tehachapi-like climb around the Raurimu Spiral. Fares for each one-day trip range from NZ$23 to NZ$89. For full details contact: Steam Incorporated, The Engine Shed, Paekakariki, P.O. Box 44-161, V.I.C., Lower Hutt, New Zealand.

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RAILROADIANA MEETS

GREENBERG's Great Train, Doll House & Toy Show will be held at the following locations 11am-5pm. Admission $5; under 12 free with adult. For further information contact: Greenberg Shows, Sykesville, MD 21784; 410/795-7447.

Timonium, Maryland, December 7-8, Timonium Fairgrounds.
Philadelphia, Pennsylvania, December 14-15, Philadelphia Civer Center ($6 admission includes parking).
Virginia Beach, Virginia, January 4-5, Virginia Beach Convention Center.
Tampa, Florida, January 4-5, Florida State Fairgrounds .
Pompano Beach, Florida, January 11-12, Broward Community College-North Campus.
Jacksonville, Florida, January 18-19, Prime F. Osborn Convention Center.
Edison, New Jersey, January 25-26, Raritan Center Expo Center.

OKLAHOMA CITY, OKLAHOMA, December 7-8. Annual OKC Train Show sponsored by Central Oklahoma Chapter NRHS at Made in Oklahoma Building on Oklahoma State Fairgrounds, 9am-5pm Saturday, 11am-5pm Sunday. Admission $3. Dealer and swap space available. Contact: Ed Birch, Jr., 1313 W. Britton Road, Oklahoma City, OK 73114.

SOMERSET, NEW JERSEY, December 8. Tri-State NRHS Christmas Sell & Swap at Holiday Inn on Davidson Road (off I-287) 9am-3pm. Photographs, models, timetables, books, Conrail display, railroad videos and much more. Adults $3, children and senior citizens $2. For more information send

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OTTAWA, OHIO, December 14. Putnam Association of Rail-fans Model Railroad & Farm Toy Show and Sale at Ottawa KofC Hall, Routes H and 11, 10am-4pm Admission $2, under 12 free with adult Contact: Chris Roof, 8153 County Road P, Ottawa, OH 45875, 419/659-2620 or Randy Gratz, 419/456-3325

COLUMBUS, OHIO, December 15. Buckeye Railroad Artifacts & Model Train Show at Ohio State Fairgrounds Lausche Building, 10am-4pm Over 350 tables of railroad artifacts and model items for sale Contact: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405, 216/755-1914.

FRANKLIN SQUARE, NEW YORK, December 29. R.R. Lines Train Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact. Rae Romano, 237 Rin Tin Street, Franklin Square, NY 11010; 516/486-6658.

WINSLOW, NEW JERSEY, January 5. Winslow Junction Scale Train and Railroadiana Meet at Winslow Fire Hall, Hall and Hay Streets, 10am-3pm. Admission $3, family maximum $5. Contact: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327.

GILBERTSVILLE, PENNSYLVANIA, January 12. Gilbertsville Train-O-Rama at Gilbertsville Firehouse, Route 73 east of Route 100, 9am-2pm. Adults $2, under 12 free with adult. Contact: Mary Preudhomme, R.D. 7, Box 792, Boyertown, PA 19512; 215/367-7857.

RALEIGH, NORTH CAROLINA, January 18-19. Ninth North State Toy & Train Show at North Carolina State Fairgrounds, 1025 Blueridge Road, 9am-5pm Saturday, 10am-4:30pm Sunday. Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

FALL RIVER, MASSACHUSETTS, January 19. Old Colony & Fall River Railroad Museum 5th Annual Railroad Show at Municipal Veterans Memorial Armory, 72 Bank Street, 10am-4pm. Adults $2, ages 5-12 50c, under 5 free with adult. Contact: Jay Chatterton, Old Colony & Fall River Railroad Museum, P.O. Box 3455, Fall River, MA 02722-3455; 508/673-7061.

EASTLAKE (CLEVELAND), OHIO, January 19. Eastlake Train Show at 34041 Stevens Boulevard, 10am-4pm. Adults $2.50, seniors and students $2. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-1749.

CONCORD, NORTH CAROLINA, January 25. Train & Toy Show at National Guard Armory, Highway 49 and Old Charlotte Road, 9am-4pm. Admission $3. Contact: Carolina Hob-

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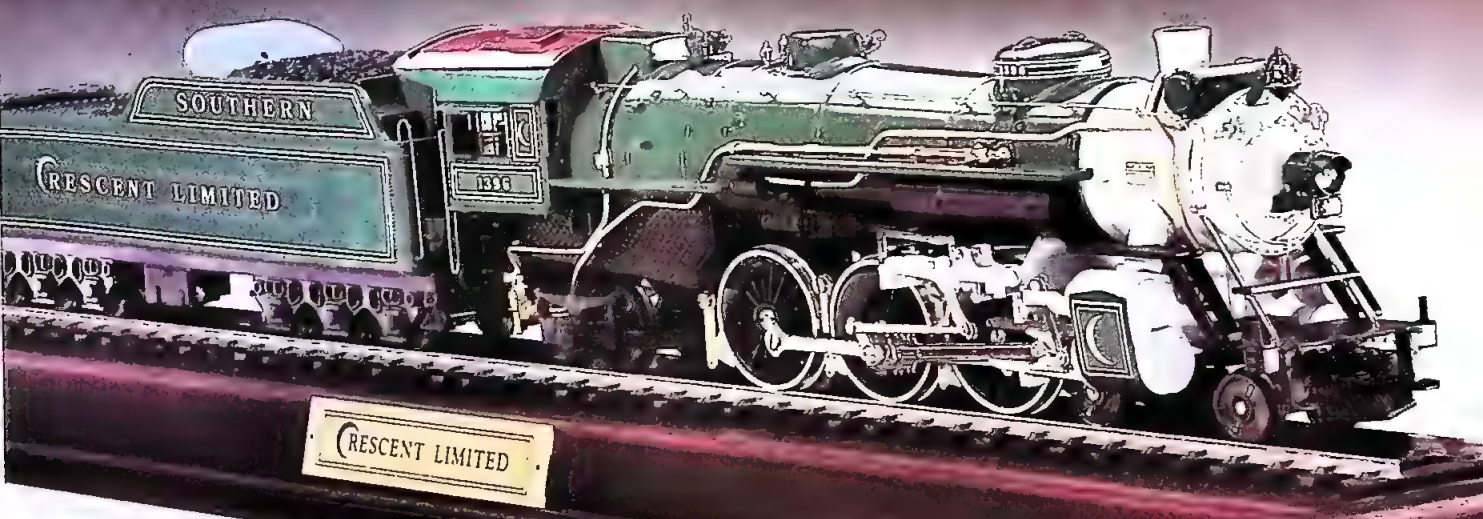

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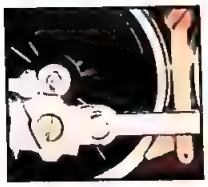

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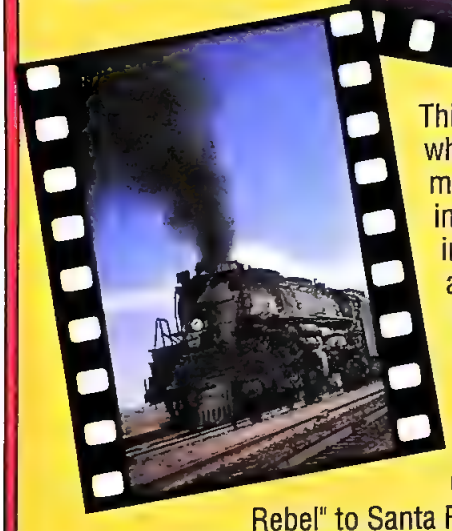

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EUCLID (CLEVELAND), OHIO, February 2. Euclid High Train Show at 651 East 222nd Street, 10am-4pm. Adults $2.50, students and senior citizens $2. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-1749.

DEDHAM, MASSACHUSETTS, February 2. Rail-A-Rama at Biamitz Plaza adjacent to Holiday Inn, junction of Routes 1, 128 and 1-A, 10am-4pm. Admission $2, ages 5-12 $1, under 5 free. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

WEST SPRINGFIELD, MASSACHUSETTS, February 8-9. Amherst Railway Society Annual Railroad Show at Eastern States Exposition Better Living Center, Memorial Avenue, 10am-5pm. Admission $4, ages 5-11 $1, under 5 free. New England's largest railroad show. Contact: Robert A. Buck, Show Director, Amherst Railway Society, P.O. Box 718, Warren, MA 01083-0718; 413/436-5318.

CINCINNATI, OHIO, February 8-9. Great American Train Show at Cincinnati Convention Center, 6th and Elm Streets, 1-7pm Saturday, 11am-5pm Sunday. Adults $4.50, under 12 free. Contact: GATS, P.O. Box 1745, Lombard, IL 60148; 708/834-0652.

GILBERTSVILLE, PENNSYLVANIA, February 9. Gilbertsville Train-O-Rama at Gilbertsville Firehouse, Route 73 east of Route 100, 9am-2pm. Adults $2, under 12 free with adult. Contact: Mary Preudhomme, R.D. 7, Box 792, Boyertown, PA 19512; 215/367-7857.

FAYETTEVILLE, NORTH CAROLINA, February 15. Sandhills Toy & Train Show at Cumberland Expo Center, Highway 301 South, 9am-5pm. Admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

JACKSONVILLE, FLORIDA, February 15. Southeastern Railroadiana Collectors 13th Annual Railroadiana/Model Train Sale & Trade Show at Prime Osborn Convention Center, 1000 West Water Street, 9am-4pm. Admission $3, 12 and under free, tables $30. Send LSASE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

PEORIA, ILLINOIS, February 16. Illinois Valley and River City Railroad Clubs Peoria Train Fair at Illinois Central College, Routes 116 and 24, 11am-3pm. Admission $2, under 13 free, tables $7 in advance. Contact: Rick Dolanc, 4028 W. Hilmont, Peoria, IL 61615; 309/692-0882.

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John Smatlak

The author of this month's FJ&G Bullet car feature was born in Chicago in 1964 and grew up riding the Illinois Central electric suburban service, mostly on trips to South Chicago to visit his grandparents. "I probably got hooked on trains one night as a small boy when a friendly Illinois Central suburban motorman picked me up into the cab of one of the old heavyweight m.u.s and had me blow the whistle as the train cruised along towards our home station of 53rd Street/Hyde Park."

Trips on the CTA elevated and subway lines and the South Shore Line interurban service were also common. His parents encouraged an interest in railroading with the gift of a Lionel train set at an early age.

At age 14 John began railfan trips in earnest on the South Shore and CTA lines, enjoying lots of rides on the South Shore's ancient fleet of heavyweight cars. His first railfan article, covering the South Shore Line, appeared in 1978 in a local Chicago paper. "The newspaper's editor encouraged me to telephone the line's president and request an interview. Albert Dudley graciously complied, although he was probably a little surprised when a 14-year-old showed up to question him."

John's interest in 1930s streamliner equipment probably started from frequent visits to the *Pioneer Zephyr* trainset on display behind Chicago's Museum of Science & Industry. "We lived in Hyde Park, and the museum was a convenient place for our parents to send me and my younger brother and sister. It would keep all three of us busy for the whole day."

His first glimpse of a Brill Bullet car was

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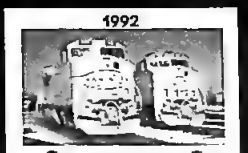

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in a copy of William Middleton's *Interurban Era* borrowed from the public library.

John first visited the Orange Empire Railway Museum in October 1984 while in California working as a roadie for a rock band. He soon discovered Bullet 127 sitting neglected in the back acres and took an immediate interest in the car. He moved from Chicago to California in June of 1989 to accept a new job and became a regular at the museum on weekends. He currently resides in Burbank and earns his living as a service manager for a professional audio/video products dealer.

R.C. Thomason

Born in Gainesville, Georgia, in 1949, the author of our feature on "RailTex in Georgia" grew up in Columbus, Ga., the southern terminus of the Central of Georgia's Atlanta-Columbus *Man O' War* passenger route. In fact, this Budd-built streamliner was probably the inspiration for his life-long love of trains. After a hitch in the Army, Richard (the "R" in "R.C.") served as a law enforcement officer in Muscogee County for a while and graduated from college with a Bachelor's Degree in Criminal Justice. One of his hobbies, photography, eventually led him to his profession now of 18 years as a

staff photographer with the Columbus *Ledger-Enquirer* newspaper. He has been married for 18 years to Linda and has two children, a daughter Randi (age 10) and son Casey (age 14).

Richard and Casey (shown in the accompanying photo) are a team when it comes to railfanning, model railroading and mountain biking. They ride their mountain bikes to remote trackside locations to photograph trains so they can model them to operate on a rather extensive N-scale model railroad which occupies an entire garage. They have models of trains they have photographed all over Georgia, Florida and Alabama — and note that the Georgia Southwestern with its

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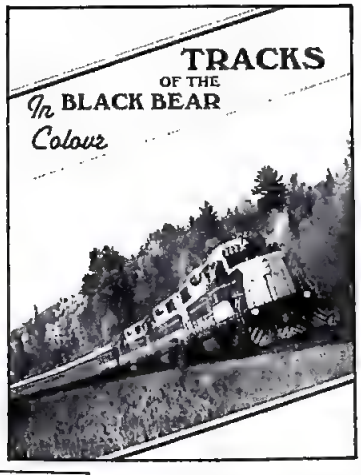

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horizontally-split "Georgia" is murder to do with hand-cut decals in N-scale! Richard, Casey, Linda and Randi have ridden their bicycles across the entire state of Georgia (some 400 miles) on three different occasions, camping and chasing trains en route.

Richard's photos have appeared in R&R, *Trains, CTC Board, The Short Line, Extra 2200 South, Christian Science Monitor, Sports Illustrated* and *Business Atlanta*, as well as a number of newspapers.

At age 14, Casey is a walking encyclopedia of trains. He seems to have a photographic memory which records even the slightest of details. Many adult railfans have been known to consult with Casey for the final word in settling a rail-related dispute.

If there is anything happening in the Southeastern rail scene, be assured that sooner or later Richard and Casey will be there.

Railroadiana

BY BRUCE KELLY

What's New?

In 1989, Jim Kerr published his tiny pocket booklet of diesel rosters for Class 1 railroads, then in 1990 he expanded it to cover 613 different railroads, industrial lines and museums in the U.S., Canada and Mexico. Now, the 1991 edition of *The Official Locomotive Rosters Standard Reference* compiles 734 separate rosters, including orders for new 1991 and 1992 locomotive models. This 140-page, 4"×6½" non-illustrated softcover organizes each roster alphabetically by company name, then lists units by road number series with mention of model, quantity thereof, horsepower, builder and builder's date. In the case of steam locomotives (which are, of course, covered in the rosters for tourist railroads and museums), the column allotted to horsepower instead displays the engine's wheel arrangement. A few of the rosters are arranged slightly out of alphabetical order where necessary to keep them intact on one page, a wise move that will save readers from losing track when check-

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ing a particular road's power. However, this was unavoidable in covering such giant roads as BN and Norfolk Southern where the huge number of diesels spans several pages. The glove compartment or camera bag of every railfan should carry this handy reference, which sells for $19.95 postpaid from DPA-LTA Enterprises, Dept. RRA, P.O. Box 728, Rouses Point, NY 12979-0728.

Calendar Call

One of the more significant offerings for the new year is "The Norfolk & Western Historical Society 1992 Calendar," which folds out to an 11"×17" vertical format. Unlike a lot of other historical society calendars that describe their photos with brief, fluffy captions, this one mentions specific engine models and operating circumstances depicted in the picture. Printed in color are N&W Class M 4-8-0 429 coming off the branch at Abingdon, Virginia, on the front cover and a pair of Virginian H16-44s on the back cover. The inside black & white shots include N&W Y5 2110 at the Clare (Cincinnati) coal dock; Virginian GE 44-tonner No.6; a Y3a approaching the C&O (now Indiana & Ohio) crossing at SK Tower; an 1892 mail/baggage car; the early double track coal dock at Vickers, Virginia, where coal hoppers discharge directly into locomotive tenders; coal trains led by RS11s and GP9s and by a Class A 2-6-6-4 with an auxiliary tender; N&W and Virginian 4-6-2s; a Z1b alongside an 0-8-8-0 at Grogan Yard and a 4-6-0 at Lynchburg. Many of the photos are by Bob Richardson, Tom Dressler and Joe Collias. It sells for $6.50 postpaid from Norfolk & Western Historical Society, 638 Jefferson Street, Ashland, OH 44805.

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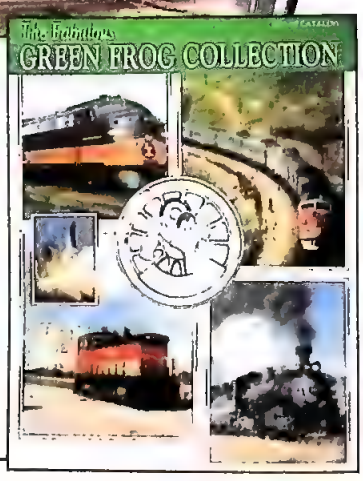

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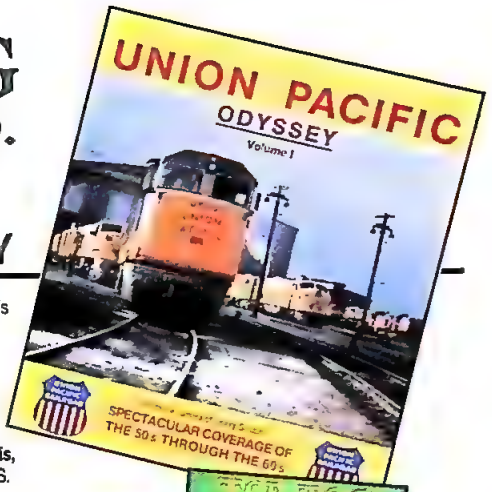

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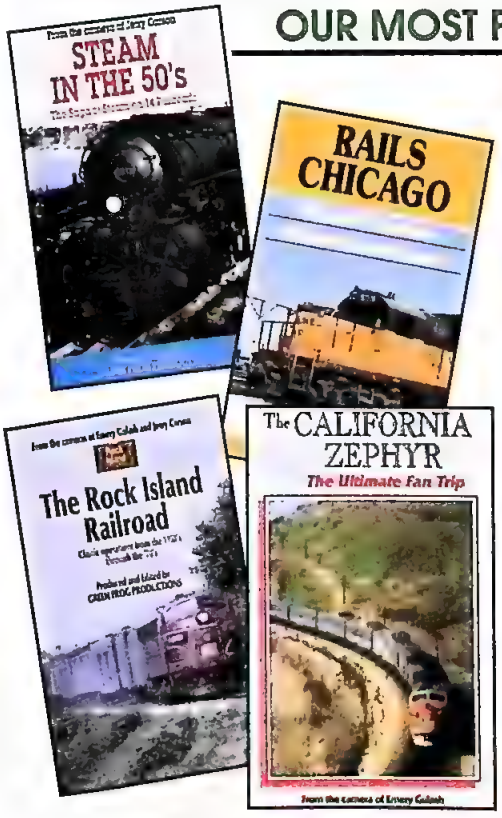

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comotive road numbers, train symbol and date, but also the time of day, the caboose number and number of cars, helpers, if any, and usually the time the helpers passed, and even occasionally the destinations of certain blocks of cars, etc. Bob also has a very vivid memory. Happily, all of these qualities help make this Malinoski photographic biography more then just a picture book.

Malinoski's photographic "style" is basically clean, straight forward and contextual, and he likes to work locomotives of more than one railroad into his photos. For example, a sunny view at Cincinnati taken on Friday the 13th, 1953, shows a live line up of C&O 4-6-4 300, PRR K4 4-6-2 5368, B&O 4-6-2 5212, NYC 4-6-4 5395 and N&W streamlined 4-8-2 135 on the passenger station "fan" tracks (an appropriate name). Or how about a pair of Seaboard Air Line "citrus" E8s (coupled "elephant style") lined up with an RF&P E8 and N&W K-Class 4-8-2 121 at Hermatage, Virginia. Multi-train photos are also plentiful, like the scene at Durand, Michigan, with three steam-hauled Grand Trunk passenger trains looking at each other at the 90-degree crossing, or three Berkshire-powered freights "meeting" in view at Edgerton, Indiana, on the Nickel Plate Road in 1957. Most of the views are just plain awesome, with enough exotica to satisfy any fan, like New York Central's *Xplorer* crossing the PRR diamonds at Worthington, Ohio; Union Pacific turbine 53 and Big Boy 4006 hauling only 56 manifest cars near Hermosa Tunnel; a New York Central "lightning stripe" Babyface Baldwin on a passenger train; five live Reading T1 4-8-4s simmering at Gordon, Pa.; an F3/FTB/FTA-powered O&W freight train; a Lackawanna FTA/FTB/GP7/RS3 consist on freight approaching Port Morris, N.J.; freshly-painted Illinois Central 4-8-2 2527 among 17 steam locomotives in view at Paducah, Kentucky, plus much more. And long-time friend, steam fan and fellow Erie railroader Bob Collins is sure to take a ribbing about the photo of him standing idly by as a clean A-B-B set of PRR F3s lead "Buffalo-to-Enola BF-4...with 21 auto parts boxcars ahead of 127 others and cabin 477904 at 4:03 p.m. on May 3, 1956," off the west end of Rockville Bridge.

The book is laid out generally two to four photos to a "spread," and the tour begins in the New York metropolitan area. After an introduction, the captions tell the story, and the book follows the photographic adventures of Malinoski, basically chronologically by "trip," with exceptions. The captions are more than detailed (although some are a bit

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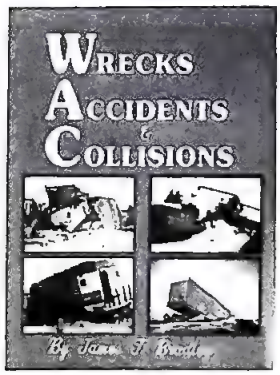

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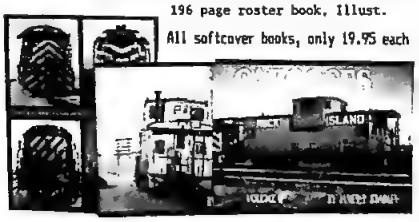

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RAILROAD AVENUE ENTERPRISES

roughly worded), and most of the photos were shot in the best of weather. The page layouts are generally clean, and the photo reproduction and printing are excellent — Morning Sun spares no expense in the production of its books, thus preserving this slice of 1950s railroading permanently. The latest in a series of "forty-five-dollar slide shows," as counterpart Bruce Kelly has dubbed them, this book is sure to impress anyone who looks at it. And, hopefully, it will inspire today's photographers into taking better notes — M.D.

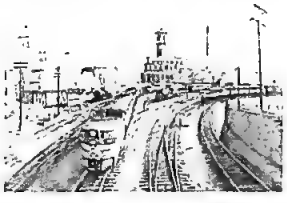
Katy Diesels to the Gulf, by J. Parker Lamb, published by Andover Junction Publications, P.O. Box 1160, Andover, NJ 07821. Softcover, 108 10¼" × 12" pages; $39.95 postpaid.

"This would make a great book!" That was my reaction when I opened up the 8 × 10 Kodak box containing Parker Lamb's photos for his "Remembering the Katy" articles for the July and August '89 issues of R&R. There were many, many more photos than I could use in the magazine, and now, two years later, they have, indeed, become a great book. This oversize softcover, edited and designed by R&R's map artist Walt Lankenau, uses the R&R article text as its basis and expands the photo coverage through clean layouts and superb black & white reproduction, giving Lamb's Katy scenes room to "breathe." It may seem difficult to realize that as often as Parker Lamb's black & white diesel action images have been in print, "Katy Diesels to the Gulf" is his first book.

After a brief introduction and just a glimpse of steam, Lamb's Katy of the 1960s comes to life with red E-units, Alcos and Baldwins, as well as Geeps and F-units. Then come the red GP40s of the 1970s and finally the "green fleet" of the 1980s. As a photographer, Lamb learned his craft with medium format and normal lenses, developing an eye for light and composition. His modest use of telephoto never becomes overpowering. His fine darkroom technique and exposure and tone control are very much in evidence.

Parker Lamb photographed the last days of steam in the late 1950s, but it was his enthusiasm for the first generation diesels of those days that became his trademark. He was one of the first to recognize the photographic potential of the diesel, even in black & white, and the Katy is an appropriate subject for his efforts — especially the E-units and Alco FAs that are presented here.

Why buy a black & white book for the price of a typical color book? Because the quality of the subject and presentation is worth it. This is an "oversize" 10¾" × 12" book that is larger even than the "Don Ball" color pictorials in trim size, and the simple and attractive layouts present the photos to excellent advantage. It clearly demonstrates why "J. Parker Lamb" is such a respected credit line in railfan publications —J.B.



"PAs at Little Rock"

This new painting by John Bromley is teeming with blue & gray Missouri Pacific Alco diesels. The PAs mentioned in the title are part of the engine change that took place at Little Rock, Arkansas, in 1961. Bromley's concept is based on a train dispatcher's sheet from October of that year which showed PAs being changed at Little Rock on at least two MoPac trains. Also visible is an A-B-A set of FAs smoking into view with a freight, and a station switcher idling between moves near the passenger sheds. The 15½" × 23½" image area on this 18" × 25" print nicely captures the feel of the oil original. As usual, Bromley's brush has painted a highly accurate picture of the location and the equipment yet with enough of a soft touch to remind us this is a painting and not merely a photograph. It sells for $20.00, or as a signed and numbered edition for $30.00 (plus $2.00 shipping) from Rail History Prints, 14611 Jefferson Street, Omaha, NE 68137.

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Camera Bag

BY JIM BOYD

Winter Slide Shows

Well, the autumn leaves have fallen, and the world is beginning to look bleak and barren, again. While some photographers look forward to that "wonderful low-angle winter light," I tend to regard anything less than snow and sunshine as the "Fifth Season," unworthy of its mud being tracked into my car. For me, at least, winter is a time to get "last year" organized and wait for the world to turn warm and green again.

Winter is also a time for slide shows. The frantic running around of summertime is behind, and the days are too short for serious photography. It's a time to relive the summer's railfanning with yellow boxes and a few carousel trays. How long has it been since you volunteered a slide show for your local NRHS chapter or even Pepsi-and-pizza crowd? For the overachievers, how about a multi-media Winterail or EastRAIL show?

How well you organize your slide show can be as important as the quality of the photography in the reception you get from your audience. It's often been said that "a good photographer is one who doesn't show his bad pictures," and that is especially true in slide shows. There is no excuse more lame than the time-worn "the weather was lousy" to explain grossly underexposed photos. Proper exposure will not make a grubby day in New Jersey look like sunny California, but it shouldn't look like dusk in Detroit, either.

For a slide show, editing is the key. If all you have is dark, dreary pictures, try another topic. But if you have a good subject and good material, a little organization and preplanning will improve your presentation. The easiest and most common approach is a chronological "journey" like a typical railfan outing. Show where you went and what you saw in a fairly straightforward manner. Edit out the marginal photos and every frame of those motor-drive runbys, and concentrate on the key pictures that tell the story in a pleasing and well-paced manner.

The same general rules apply to other subject approaches, like "Jersey Central in the 1960s." Instead of a random hodgepodge of images, try to organize them by location, engine type or year — or combinations of all three. Lead your audience through your subject in a logical and smooth-flowing manner. Even if the audience is "into" a subject, a planned and organized presentation will be much more appreciated than jarring hops from subject to subject and place to place and back again.

A major consideration in preparing a slide show should be the make-up of the audience. Is this a "show slides 'til you drop" crowd that goes all night long, or is it a club meeting with wives, kids and "civilians" as well as hard-core fans? The serious fans will want blow-by-blow details, while the club would probably prefer a shorter, fast-paced presentation of pretty images. Be sensitive to the audience's reaction and don't drag your way through the details if they seem to be losing interest. By the same token, don't blitz through the good stuff if you have their attention.

When narrating your show, it isn't necessary to verbalize the obvious. If it's a shot of Conrail 6451, you don't need to tell them that "here's a shot of Conrail 6451," although "here's 6451 on TV-234 coming out the east end of Pattenburg Tunnel" is quite appropriate and informative. Don't bog down your audience with endless narration, but don't be afraid to "tell the story."

Assuming that you have an appropriate topic and a receptive audience, which will be the case most of the time, you have an obligation to that audience to have your presentation properly organized. You should have your slides and trays in order and you should know how to operate the projector. If in doubt, bring your own projector whenever possible, just in case there is a problem with the "host's" equipment.

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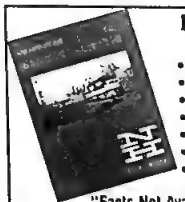

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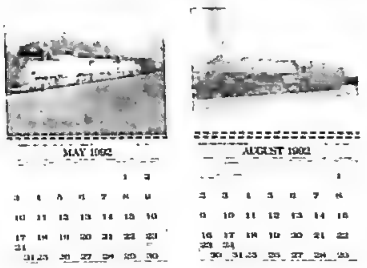

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SP 4449 Washington SteamFest: Scenic journey through Columbia & Yakima Canyons, plus GW 2-8-0 51	60 Min.	$34.95
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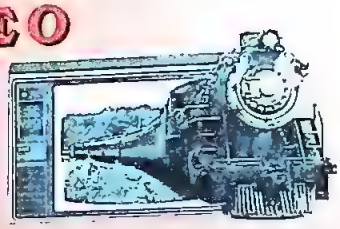

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"PRR Mainline Steam" Double headed PRR power trackside action from Strasburg, PA to 30th Street Sta. Phila and return. Color, Sound, One Hour 33.45

"PRR Double Headed Steam" Same train as above from Strasburg, PA to the Rockville Bridge and return. Trackside action. One Hour 33.45

"Strasburg Steam" Live steam action on the oldest operating steam railroad in the country. Features run-bys/cab ride. Color, Sound, One Hour 33.45

"The Northeast Corridor Part I" Trackside action from Amtrak's Sunnyside Yard, Queens, N.Y. to Newark, N.J. featuring Amtrak, Long Island, N.J., Transit and PATH trains, towers, stations, tunnels and bridges. One Hour 33.45

"The Northeast Corridor Part II" Trackside action of Amtrak's N.E. corridor between "Hunter" tower at Newark, N.J. to "Union" Tower at Rahway, N.J. featuring trains of Amtrak, N.J. Transit, and Conrail as well as towers, bridges, tunnels, and stations. Color, Sound, One Hour 33.45

"Northeast Corridor, Part III" Passenger and Freight trackside action from Colonia to Trenton, New Jersey
Color, Sound, One Hour $33.45

"Amtrak's Harrisburg Line" Trackside action on the former PRR (now operated by Amtrak) between Harrisburg and 30th Street Station, Philadelphia, PA featuring trains of Amtrak, SEPTA and Conrail with a variety of equipment.
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"Burlington Northern E-8 Diesels" Trackside action of BN E-8 diesels in passenger service on Chicago commuter lines and Chicago Union Station at rush hour. Color, Sound, One Hour ..33.45

"Tracking The Big Apple" Trackside action of New York City elevated lines, Metro-North at 125th St. Station, and the Long Island Rail Road. Color, Sound, One Hour 33.45

"The Hudson River Lines" Trackside action on the former New York Central (now operated by Metro-North) featuring a variety of Metro-North equipment, Amtrak Turbo and FL-9, and Conrail freights. Color, Sound, One Hour 33.45

"Conrail Fast Freights-The Middle Division" Trackside action of freight and passenger trains between Lewistown and Enola, PA. Color, Sound, One Hour 33.45

"Conrail Fast Freight - Juniata Rails" Freight and passenger trackside action between Lewistown and Altoona, Pennsylvania. Color, Sound, One Hour. 33.45

"Conrail Fast Frieghts-The River Line" Trackside action of Conrail freights on the Hudson River line.
Color, Sound, One Hour 33.45

"Railroading In Canada" Variety of motive power and train consists on Canadian freight/passenger moves at midwest locations. Color, Sound, One Hour 33.45

"Trolleys Of Philadelphia" Trackside action of PCC, Kawasaki and trackless trolleys in Phila., PA. Color, Sound, One Hour .33.45

"Trolleys Of Pittsburgh" Trackside action of PCC cars in Pittsburgh from 1975 to 1980
Color, Background Music, One Hour. 33.45

"Trolleys Of Boston" Trackside action of Boston trolleys in the 1970s. Color, Background Music, One Hour. 33.45

VINTAGE TRACKSIDE ACTION

"PRR Power" Vintage trackside action of PRR electrics, diesel and steam. Color, Sound, One Hour 33.45

"PRR Power Volume II" All vintage PRR steam in action between 1946 and 1958 at many locations including South Amboy, Camden, Baltimore, Phila., Horse Shoe Curve & Altoona. Color, Sound, One Hour 33.45

"PRR Power Volume Three" Vintage PRR action shot between 1930 and 1968. Never before released - a Railroad Video Productions exclusive!
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"GG-1 Volume II" Vintage trackside action of the famous GG-1 electrics in their last years of service
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"A Look Back In Time" PRR/Reading vintage footage featuring steam with some early diesels and electrics. Includes PRSL footage. Color, B&W, Sound, One Hour 33.45

"The End Of An Era" Vintage footage of Erie, LV, CNJ, Reading, Lackawanna, D&H, Rahway Valley operating in Northern N.J. during the 40's and 50's
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"Memories Of The Baltimore and Ohio" Vintage steam and diesel footage plus the B&O produced vintage movie "Meeting The Challenge" (1946). Color, B&W, Sound, One Hour 33.45

"Trolleys Of Pennsylvania" Vintage footage dating back to 1930. Featuring many of the trolley lines that operated in Pennsylvania at locations including Lancaster, Altoona, Johnstown, Greensburg, Pittsburgh, Phila., Norristown, Reading, Hershey, and Allentown. Color, B&W, Background Music, One Hour 33.45

"Traction Action" Features trackside action of over 30 trolley lines from coast to coast between 1930-1950.
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"New York Central-Reading Co. Vintage Movies"
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2. **"The Steam Engine"** B&W, Sound (N.Y. Central)
3. **"Safety At The Crossroads"** B&W, Sound (Reading Co.)
Total Running Time One Hour 33.45

"PRR Vintage Movies" Produced by the PRR
1. **"What Is Blazes"** Color, Sound
2. **"Clear Track Ahead"** B&W, Sound
3. **"GG-1 Head-End Highlights"** B&W, Sound
Total Running Time One Hour 33.45

"Classic Railroad Archives" Four vintage railroad movies.
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2. **"Fast Freight"** Produced by the AAR
3. **"Coast To Coast in 48 Hours"** Produced by the PRR
4. **"Snow And Steam"** Produced by British Rails
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"Classic Railroad Archives Volume II" Three vintage railroad movies produced by the AAR.
1. **"Something For Everyone"**
2. **"Big Trains Rolling"** (1952 version)
3. **"225,000 Mile Proving Ground"**
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"Classic Railroad Archives Volume III" Three vintage railroad movies.
1. **"Thundering Rails"** Produced by the AAR
2. **"Operation Reading"** Produced by the Reading Co.
3. **"Flight Of The Century"** (early version) NYC
B&W, Sound, One Hour 33.45

"Classic Railroad Archives Volume IV" Three vintage railroad movies.
1. **"Big Trains Rolling"** (1946 version) Produced by the AAR
2. **"End Of An Era"** Produced by Rayonier Corp.
3. **"Ichabod, The Man Without A Head"** Produced by the AAR
Color, Sound, One Hour 33.45

"Classic Railroad Archives Volume V" Four vintage railroad movies.
1. **"On The Track"** Produced by the AAR
2. **"Milestones Of Progress"** Produced by the AAR
3. **"Tomorrow's Railroads"** Produced by the Waugh Equip. Corp
4. **"Easy Does It"** Produced by the AAR
Color, B&W, Sound, One Hour 33.45

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PART 1-Atlantic City to Atco, N.J. +Vintage PRSL footage
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PART 2-Atco, N.J. to 30th Street Sta. Phila. + run-bys.
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"The Gladstone Line" A head-end ride over the former Lackawanna Railroad from Hoboken to Gladstone, New Jersey, in the cab of a NJ Transit G.E. MU.
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"The Bergen County Line" A head-end ride over the former Erie Railroad (via the Bergen County Line) from Hoboken, New Jersey to Suffern, New York, in the cab of a NJ Transit GP40PH diesel.
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"The Erie Main Line" A head-end ride over the former Erie Railroad (via the Main Line) from Hoboken, New Jersey to Suffern, New York, in the cab of a NJ Transit GP40PH diesel.
Color, Sound, One Hour 33.45

"The Peacock Valley Line" A head-end ride over the former Erie Railroad from Hoboken, New Jersey, to Spring Valley, New York, in the cab of a NJ Transit U34CH diesel.
Color, Sound, One Hour 33.45

"The Port Jervis Line" A head-end ride over the former Erie Railroad from Suffern to Port Jervis, New York, in the cab of a Metro North RDC train.
Part 1 - Color, Sound, One Hour 33.45
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"The Boonton Line" A head-end ride in NJT U34CH diesel via the Boonton Line from Hoboken to Netcong.
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The simplest precaution, and one that is so often overlooked, is to preview your show before you present it to an audience. If you load your slides into trays, always, always, always run the show in private before showing it in public. That way the upside-down and backwards and out-of-order slides can be corrected in private and avoid the cries of "Lionel MagneTraction" while you fumble with the inverted images. It's simple common courtesy to your audience.

If you are showing old slides in less-than-pristine mounts, stick with 80-slide trays, as they are more dependable and forgiving than the 120-slide trays. The 120s are fine for fresh, new slides for most audiences. With trays, learn how to retrieve a jammed slide and practice until you can do it gracefully. Note the controls on the projector and be sure you know whether it "goes dark" or "burns your eyeballs" on an empty frame, and learn how to load and spin the tray smoothly.

If you use a stack-loader, be sure that you are familiar with the type being used or bring your own. And with a stack loader, really learn and understand how to load the slides, because with a stack loader, each showing is a virgin trip.

If you take a little care in editing your material and learn to use your projector as well as you use your camera, your slide shows will probably be a big success. ⊂

Videos

BY MIKE DEL VECCHIO

New Arrivals

The operation of *Daylight* 4-8-4 4449 on the "Redding Rambles" for the Southern Pacific to promote the railroad's efforts in cleaning up the effects of the Sacramento River weed killer spill (described by Don Phillips in last month's R&R) was one of the most spectacular ventures in recent memory. It mixed great scenery, great weather, steep grades and fast running, and all who witnessed it came back very impressed. Probably the most enthusiastic comments came from 4449 fireman Jack Wheelihan, who also noted that there were very few railfans on hand (due to the short notice about the operation). He did ask, however, "Have you seen Goodheart's tape yet? It must be awesome, because every time I looked trackside he seemed to be in the right place!"

Well, the results of that week are, indeed, "out," and they live up to their billing. "**Shasta Daylight**" not only covers the September Dunsmuir trips but also depicts the 4449's other runs over the Shasta Route in 1991 for Railfair '91, including the doubleheader to Oakland with SP 4-6-2 2472. To

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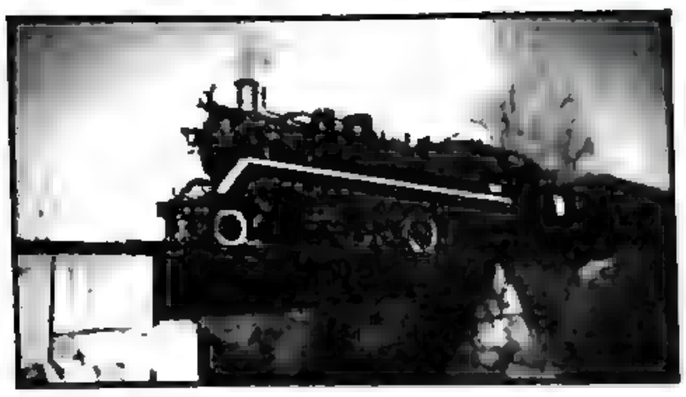
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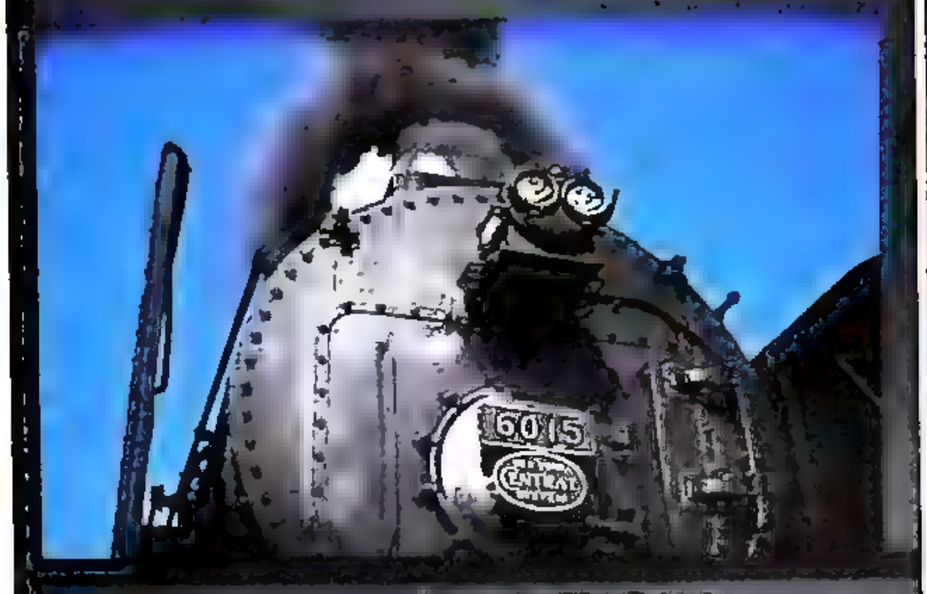
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NRHS Huntington '91 Convention

The flurry of NRHS Huntington '91 Convention video tapes is in full swing, kicked off with the Mark I **Convention Highlights** described last month. In the following weeks we received three new programs from two producers, which each cover the event differently. The convention was described in detail in our November 1991 issue, and we have been commenting on the tapes in the order in which they were received at the R&R office.

Steam In Huntington from Greg Scholl Video Productions, P.O. Box 123, Department R, Batavia, OH 45103; 513/732-0660, begins its coverage with a few track-speed runbys of the diesel-assisted Pere Marquette 2-8-4 1225 between Toledo and Lima, Ohio, followed by a long-lens Lima departure of the doubleheader with NKP 2-8-4 765 and a couple of impressive night runbys under lightning-laced skies. Departing from Cincinnati, the clear day that followed and track speed running made for some great 765-1225 doubleheaded runby action for the rest of the trip into Huntington. The N&W 2-6-6-4 1218 ferry move is presented with scenic runbys with the freight train, including the deck bridge over still water in Scholl's hometown (world headquarters?) of Batavia, Ohio.

Scholl's coverage of the convention excursions is complete, and two video crews covered each excursion. The 1218 trips feature primarily runbys plus some of the "people" perspective, like the electronic church bells in the distance at Kermit and a runby at Sciotoville with NS former-chairman Bob Claytor, the man who returned 1218 to steam, at the throttle. The 765/1225 side-by-side is well covered, too, with one video crew on the train and another lineside. The impressive images of both Berks side-by-side are unforgettable, and most of the views are from slightly elevated angles. There are also impressive shots from the 1225's train of the 765 pulling ahead and dropping back behind the passenger train, plus a steady telephoto view looking forward between the trains with no apparent motion except the ballast. And there is a sequence from 1225's cab looking into the adjacent 765's cab followed by cab footage during a side-by-side runby combined with a simultaneously shot lineside view in a small box in the lower screen as both engines slip, shut down and recover together. The 765-1225 doubleheader to Hinton through New River Gorge features mostly runbys with a looking-down view from Hawk's Nest and night scenes during the return. The tape ends with views of the diesel-hauled Huntington circle trips using WM GP40 6573. Overall the video quality is professional, the camera work is creative and generally steady, maps are shown throughout the tape, the narration is informative and the whole program is well edited. 90 minutes, $29.95 plus $3.00 shipping (Ohio res. add 6% sales tax, see Greg Scholl's ad on page 32).

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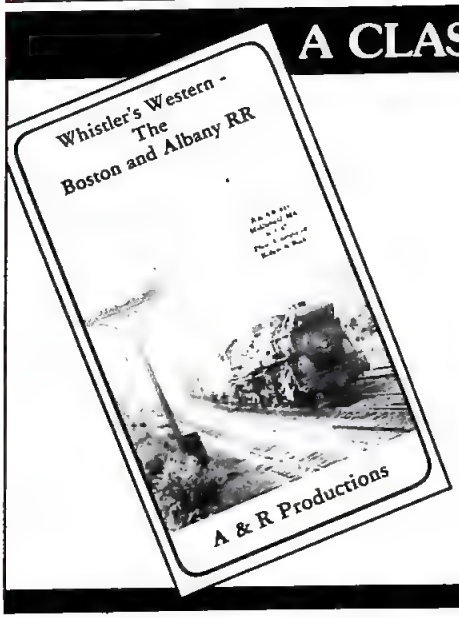

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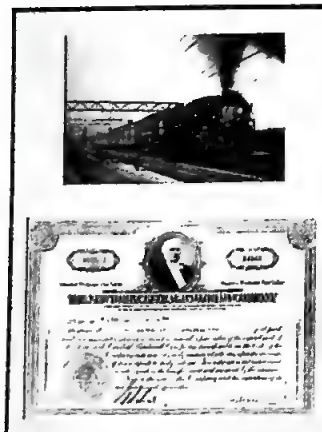

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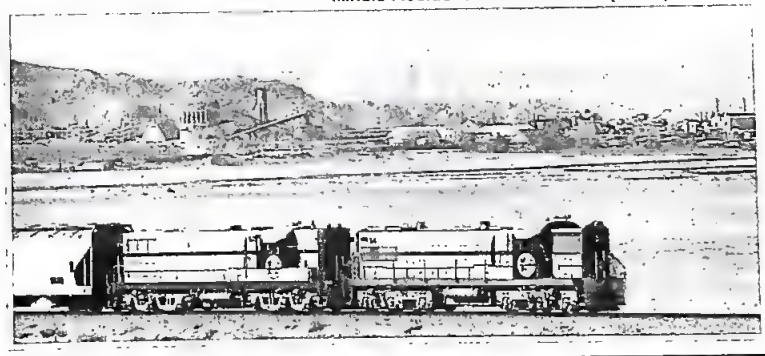

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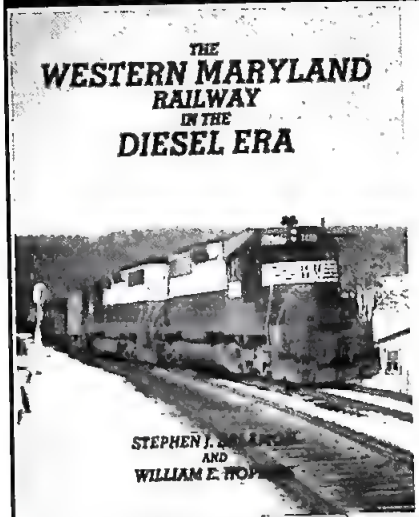

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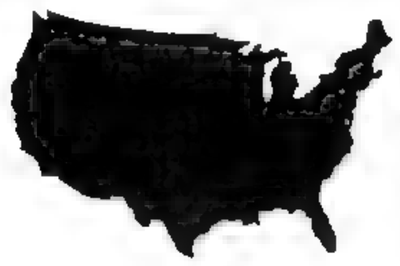

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Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333, chose to divide its convention events into two programs, one covering the inbound ferry moves and another covering the NRHS convention itself. **"Steam to Huntington,"** covering the ferry moves, begins at 1225's "service compound" in Owosso, Michigan, as the Berkshire is being readied for the trip and added to the T&SB night freight run to Plymouth where 1225 will lead a waiting CSX freight train. With the engine limited to 20 m.p.h. after departing Plymouth, Pentrex crews got many runbys of 1225 and her train before the diesel was added in Toledo, followed by some track speed pacing footage of 1225 with the CSX diesel leading. Departing Lima, the 765-1225 doubleheaded freight is shown passing the classic (and closed) "NS" tower in Lima followed by a sentimental scene of both Lima-built Berkshires blowing a "great whistle storm" salute as they pass the remaining buildings of their birthplace, the Lima Locomotive Works. A few nighttime runbys bring the doubleheader to Cincinnati. Clear skies and fast track make for some scenic runbys along the Ohio River followed more runbys and some pacing after the Maysville servicing stop. After dropping the freight cars at Russell, Ky., Pentrex is in

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the cab of 765 with engineer Tom Stevens, and the remaining train is shown arriving at Huntington. The N&W 1218 ferry move coverage includes many scenic and impressive runbys plus some pacing of the Class A 2-6-6-4 with freight on the former-N&W "Peavine." Runbys of the 1218 with the NS excursion equipment crossing the huge Ohio River bridge into Kenova winds up the coverage on this program.

"Huntington Steam Celebration" from Pentrex covers the excursions that were directly part of the 1991 NRHS Convention. Several video crews provide many fine views of each of the trips. Both 1218 outings feature scenic runbys through the West Virginia countryside including two tunnels, the photo runby at the Prichard coal dock plus an especially impressive telephoto view of 1218 crossing the Ohio River bridge at South Point on the Portsmouth trip. The historical and personal vignettes are fun, too, like the segment showing the significance of the town of Matewan and the views with Bob Claytor at the throttle on portions of each 1218 trip. The many video crews were a bonus on the 765/1225 side-by-side trip to St. Albans which include dramatic telephoto views of the freight train overtaking the passenger train at Barboursville and video

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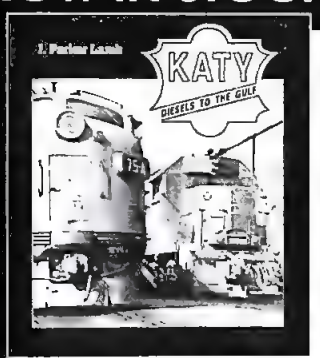

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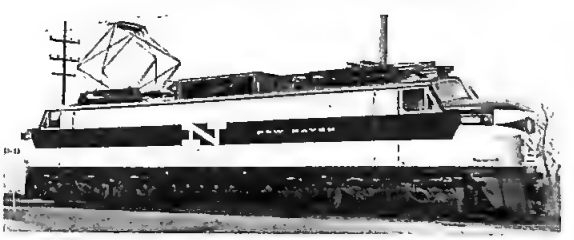
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from three different locations of the side-by-side runbys at Hurricane. The doubleheader through New River Gorge to Hinton features mostly overhead runbys, and the show winds up with the doubleheader departing Montgomery at night after taking on water.

Pentrex crews use state-of-the-art cameras and editing equipment. The videography throughout is creative and "polished," and the editing is well paced with informative narration and maps throughout. Both Huntington programs run 90 minutes and either tape sells for $29.95. Both tapes purchased together are being offered at $49.95. Add $4.00 shipping per order plus $1.00 for each addition tape (Calif. res. add 8.25% sales tax, see the Pentrex ad on page 91).

We understand that the "official" NRHS videotape from Berkshire Productions has been completed and is ready for shipment, but at press time we had not yet seen a copy. We'll have a review next month.

Feature Reviews

"Reflections of the New York Central," produced by Herron Rail Services, 2016 N. Village Ave., Tampa, FL 33612; 800/783-3886. VHS or BETA, VISA and MasterCard accepted, 57 minutes, $49.95 plus $3.50 shipping.

Mention any major railroad, and immediate, defining images materialize: Horseshoe Curve and K4s for the Pennsy, Cajon Pass and 4-8-4s for the AT&SF, Blue Ridge and Y6s for the N&W. As for the New York Central, visions of Hudsons, Niagaras and lightning stripes probably will dance in your head. This new release from Herron Rail Services will enable Central fans to relive those images as often as they wish. While for some the NYC is synonymous with the Hudson River, except for some diesel sequences, this program concentrates on "Big Four" action in the Midwest. From fast passenger to freight trains, main line to branch line, there are many images here to delight the viewer.

Does pacing the original Niagara (No.6000) east of Englewood, as seen from the vestibule of the paralleling *Broadway Limited*, interest you (I won't say who wins the race this day)? How about looking at an E7-powered *Century* at Englewood as Pennsy's *Broadway* with doubleheaded K4s arrives to block your view? Perhaps four minutes of scooping water at high speed east of Buffalo is more your style? If not, there are always mundane scenes like the Harmon engine terminal and views of Hudsons at Cincinnati Union Station to change the pace. And if you enjoyed Hal Lewis' feature "Firing the Hoosier Hudsons" in the July '91 issue, a 1956 cab ride in a clean J3a on the *James Whitcomb Riley* from Cincinnati to Indianapolis, running with the throttle wide open and the speedometer approaching 80 m.p.h., will surely please you. (In the manner of serious fans, our photographer jumps out at Indianapolis and gets the same engine leaving town, with the full stainless steel consist in view.) Slowing the tempo, we also see 0-8-0s doing their thing, views of Mohawks and demoted Niagaras on low-light

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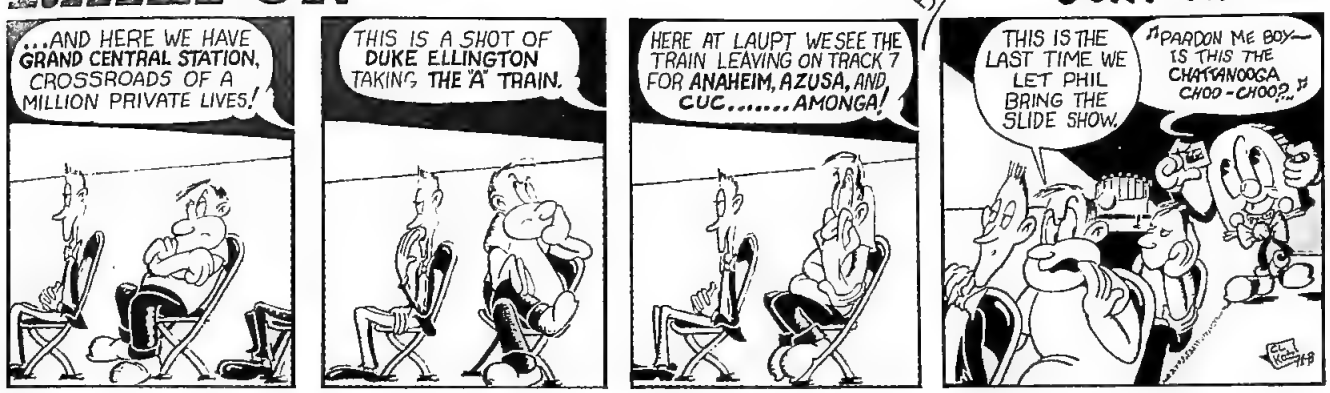
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illuminated freights, several scenes at Beech Grove in the winter (including a fine low-light pan of a Hudson at speed) and five minutes of nice coverage of "light Mike" 1576 on a Whitewater Branch local, the latter covering fall foliage, a water tank stop, semaphores and a spin on an armstrong turntable. After another branch line local out of Fairland, we start to see diesels encroaching on steam. There are engine terminal and roundhouse scenes of the Es and Fs of the day, then numerous runpasts of FAs, Es and Fs on freight, passenger and mail trains on the multi-tracked NYC main line and some scenes along the Hudson River. The anticlimactic ending has midday edge-of-the-tie summer scenes of flexivans and autoracks in the Midwest during the 1960s. The clear plastic library case opens up to a New York Central system map printed on the back of the jacket.

In Herron fashion, the original footage is all 16mm, well transferred at Disney Studios and sound dubbed (I didn't know Niagaras had air horns) with low-key, factual narration by Herron regular Ralph E. Morse. Almost all of the tape is color from the well-known movie cameras of John Prophet, Howard Blackburn, Dick Baldwin, Ben Young Jr. and others. While not all of the original footage is as sharp or well-exposed as possible, the vast majority of the tape is very, very good. We owe a large debt to the fans of the era who were on the scene with their Bolexes and tape recorders to preserve these memorable scenes. Pure steam fans should also be satisfied with the coverage, camera technique and locomotive classes represented but may growl at the amount of growler coverage. However, these are lightning stripes, not the late-era black paint jobs. Any student of the New York Central and Paul Kiefer's power should be pleased with this tape — TOM KELCEC.

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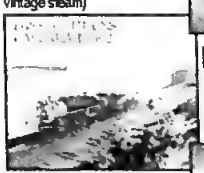

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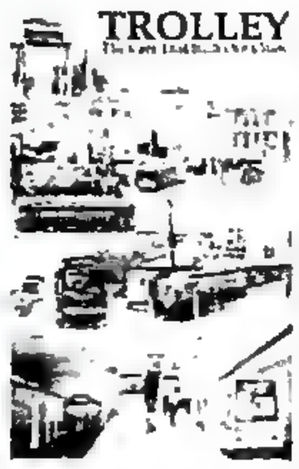

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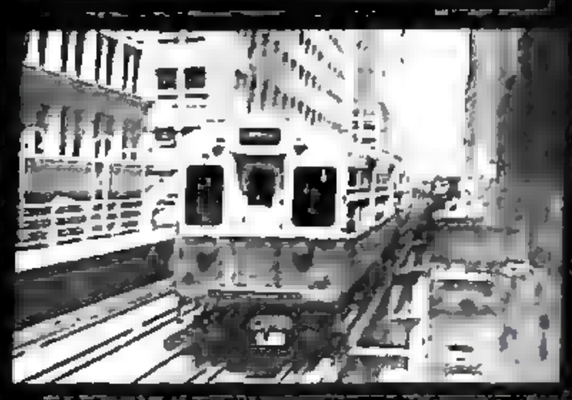

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Transit Currents

Vancouver: The

In early summer of 1991, a major disagreement broke out between the city of Vancouver and the province of British Columbia. Both agree that there should be some sort of fixed-guideway rapid transit line between downtown Vancouver and Richmond to the south. Unfortunately, for peaceful relations, however, it appears that the province wants to use the SkyTrain elevated railway type of technology along the Cambie Avenue corridor. The SkyTrain technology uses a linear induction motor; because of this there can be no grade crossings, and SkyTrain must be totally grade-separated. Vancouver's Mayor Gordon Campbell said the City Council will never allow an elevated rapid transit line to be used as a means of joining Vancouver and Richmond.

Earlier discussion in 1990 had suggested that the rail link between Vancouver and its southern suburb would be made with light rail technology. The sorely vexed Vancouver city councilmen would probably have gone along with that technology, which is less intrusive than the SkyTrain on an elevated structure would be. The big decision with light rail is exactly which corridor would be used. One suggestion was to run the light rail line along an existing railroad corridor that blends in fairly well with the surrounding residential areas. Evidently, BC Transit is stuck in the middle, with the province having made its decision about what it wants to support and BC Transit given the chore of figuring out some way to justify it while still getting along with the strongly opposed city of Vancouver. Thanks to Dennis R. Cardy for the news.

Hoosier Traction Meet

The Eighth Annual Hoosier Traction Meet was a rousing success as 150 faithful traction fans gathered in Indianapolis on September 7, 1991. The Traction Meet, under the aegis of Dr. Howard Blackburn and Earl Clark, appears to have hit a new high in quality and interest. There was an absolutely superb presentation by George K. Bradley and Roy Benedict on the Indiana Railroad. Almost 400 slides were used to take the viewers along on a trip from Terre Haute through Indianapolis to Fort Wayne to New Castle to Muncie, back through Indianapolis and finally to Seymour.

George and Roy set new standards for the quality of the presentation. It was completely scripted, and Roy Benedict managed the overhead projector with transparencies showing a map of the Indiana Railroad lines and following along with an image of an interurban car to help us locate what the slides were showing.

There were many other features at the Meet, too many to be covered here, but let me say that Bill Warrick showed some first-rate 16mm shots taken by Barney Stone in the late 1940s and early '50s. The footage took us around the country, but much of it was centered in Chicago. Charlie and Paul Willer had an excellent multi-media slide presentation on the development of lightweight cars in Indiana.

All in all, it was an excellent occasion, and everyone should mark their calendars for the 9th Annual Hoosier Traction Meet, which will be held on the weekend after Labor Day in 1992.

Subway Wreck in New York

Just after midnight on Wednesday, August 28, a ten-car train on the New York City Transit Authority's Lexington Avenue line derailed and crashed into the vertical pillars that support the subway. The accident occurred at the 14th Street station as the train was switching from the express to the local track at a high rate of speed. Five passengers were killed and more than 130 injured as a result of the accident. The motorman took himself away from the scene of the wreck and was later apprehended by police. He had more than double the amount of alcohol in his system than is necessary proof of inebriation.

Passengers on the train claimed that the train missed several stops and was speeding before the wreck occurred.

Despite the safety of rapid transit systems, when a wreck occurs it is a matter of serious concern and usually is a dramatic event with the potential of taking many lives. For this reason, a panel of inquiry is regularly formed by the American Public Transit Association of Washington, D.C., to investigate serious accidents. APTA is the trade organization that represents the American transit industry. The National Transportation Safety Board will make the official governmental investigation.

The APTA panel of inquiry includes Robert G. Schwab, General Manager, Port Authority Transit Corporation from Lindenwold, N.J.; C. L. Wiksten from the Chicago Transit Authority; Paul Lennon of the Bi-State Development Agency in St. Louis; Vincent P. Mahan, San Francisco Bay Area Rapid Transit District; W. Erich Vogel,

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Way to Richmond

Chief Officer, Logistics Support, SEPTA; Lawrence M. Engelman of the Mass Transit Administration of Baltimore; and Frank J. Cihak, Chief Engineer of the American Public Transit Association. Thanks to John C. Spychalski and Rebecca Rowley for the news.

First Car Reaches Baltimore

A very red letter day in Baltimore was July 24, 1991, when the first of Baltimore's new light rail cars arrived on the scene. The first of the 35 cars arrived over the highway by flatbed trailer — with some hang-ups along the way.

The reason for a difficult highway move is that it is a large car stretching 95 feet in length, 9.5 feet in width and 12.5 feet in height. Each of the two-unit articulated cars has two doors and contains seats for 84 passengers. Counting standees, there is room for a total of 200 passengers. Three-car trains will be operated during rush hours.

The construction of the central light rail line in Baltimore is moving ahead steadily. By the time you read this, the new cars will be undergoing testing along the rail line's 1.75-mile stretch between North and Union Avenues. The car, soon to be joined by the remainder, arrived not any too soon because the light rail service is supposed to link Timonium and Camden Station by the Orioles' April 1992, opening day at the Camden Yards ballpark. Test cars should be shuttling along Howard Street in December 1991 to entertain Christmas shoppers.

ABB Traction, Inc., is the manufacturer of the equipment. The Swedish-Swiss consortium had the carbody constructed in Denmark and then shipped through the Port of Baltimore to Elmira, New York, where the cars were assembled. Many thanks to Marion J. Zych for the news.

In addition, Mr. Zych sent along a clipping about the new executive director of the B&O Museum. His name is John Ott, and there is a picture of him perched on the front of one of the South Shore Line's Little Joe electric locomotives. Good luck to Mr. Ott in his challenge at one of the nation's nicest and most complete railroad museums. Mr. Ott is discussing the possibility of operating rail excursions from the museum, something which it has only experimented with in the past. Again, good luck to Mr. Ott.

Perley A. Thomas Would Have Been Proud

The Perley A. Thomas Car Company of High Point, North Carolina, built the cars that have been operating in New Orleans since they were constructed between 1923 and 1924. As part of the process of the complete rehabilitation of the St. Charles streetcar line (the oldest continuously operating streetcar line in the world), car 937 was chosen for restoration. The idea is to do the work completely on one car that would serve as a prototype so that a better handle could be gotten on the time involved and costs of the rehabbing. As of late June 1991, car 937 was completely refurbished as the exemplar for the $9-million restoration project for the remainder of the streetcars.

Beyond rehabilitation, the aim was to restore the car so that it looked as it must have when it was first rolled out of the shops in High Point, North Carolina. The car was dismantled and rebuilt between December 1990 and May 1991. As much of the original material as possible was utilized in the restoration and rehabilitation work. The interior of the car includes handmade mahogany seats using about half of the original wood. One difference: the pine flooring was replaced with longer-wearing oak flooring, reinforced with steel beams. The remaining 34 Perley A. Thomas cars will be subjected to similar renovation until the project is completed in July 1994. Eight cars should be finished during 1991. The mechanical portions of all of the cars have already been rehabilitated, and it is the bodies that now require the effort. Thanks to Ted Wurm for the news.

Ed Blossom on 6843

A recent issue of this column showed a picture of Orlando car 6843 and indicated that it was painted for the Atlantic City & Shore. A couple of people have already asked me what that car was doing in Atlantic City paint, and I had no idea. Ed Blossom of the Dushore Car Company East Penn Valley Carshop was kind enough to write and give me some more details.

First off, the car was one of a number imported from Rio de Janeiro in 1965. They were manufactured in Rio by a company which Ed says was controlled by Canadian interests. Brill plans and Brill steel castings and hardware were used. The woodwork was beautiful Brazilia Peroba de Campo. The modification of the ends with drop sashes was carried out some time in the 1920s. According to Mr. Blossom, 1719 went first to Elgin, Illinois, and at the present time is in Middletown, Pennsylvania.

He notes that the cars involved are genuine Narragansetts, which was a distinct Brill design. Mr. Blossom writes that there had not been any Narragansett cars anywhere in the U.S. in many years at the time these cars were imported more than a quarter of a century ago. The cars were equipped with four Westinghouse 60-horsepower motors, which made them overpowered. It was rare for any domestic open car to have more than 40-horsepower electric motors. However, in Rio they hauled trailers, and it is likely that the Rio transit folks remotored them with high-horsepower motors to reduce

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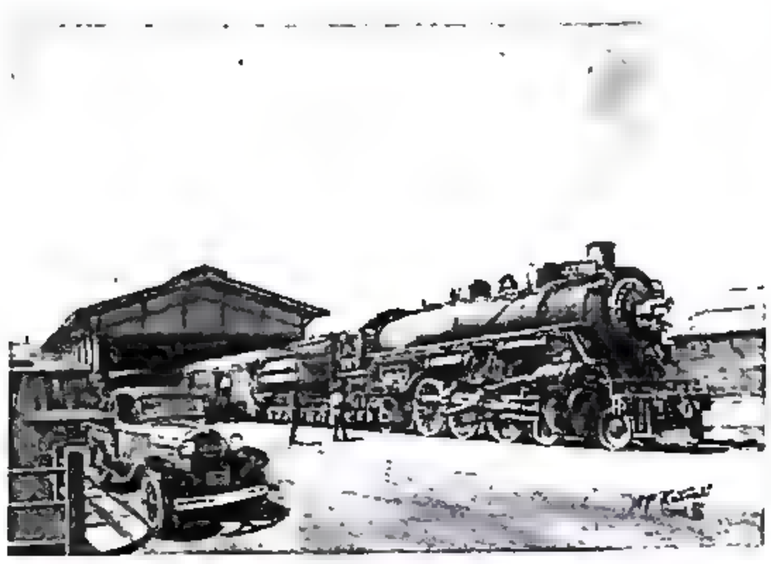

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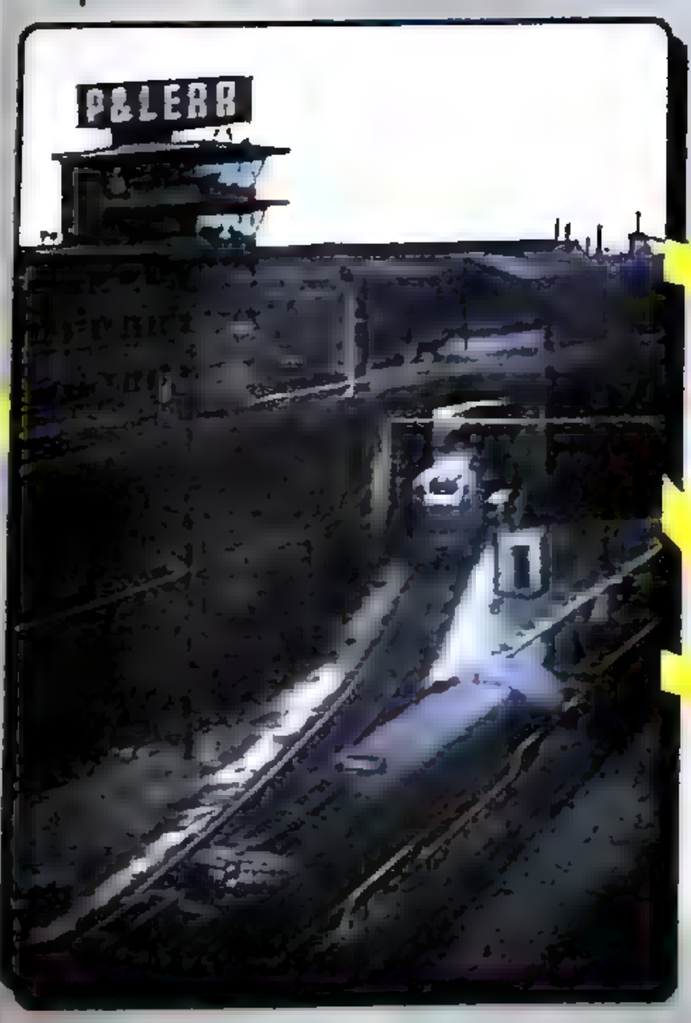

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strain. Mr. Blossom says he found them very peppy at Bloomsburg.

When the Magee Trust was broken and the Magee Transit Museum ceased because of the death of Mr. Magee, Ed Blossom sold what became Atlantic City 6843 to Joe Rudley, an entrepreneur near Atlantic City, New Jersey, who had indicated he would integrate the car into a commercial enterprise. Thanks to Ed Blossom for his kind letter and the information.

Washington Metro: Green Line Blues

The Green Line extension to the south and east is the last portion of the Washington Metrorail system to be completed. The proposed date for opening the line from Anacostia to Branch Avenue is in March of the year 2001. Maryland officials want to finish the line faster and more economically and have proposed that it take a more direct path and follow more closely along Suitland Parkway. The approved route now would take it through Congress Heights and then curve around to Southern Avenue before heading north and east to join Suitland Parkway around Naylor Road. People in the low-income Anacostia area are outraged at the thought of losing valuable access stations to the Metrorail system. The matter is now under debate between the District of Columbia and the state of Maryland.

Adding even more of a potential problem is the fact that the District of Columbia dumped garbage incinerator ash in the planned path of Metro's Green Line. The city did this for five years after it had learned where the subway was going to be built. Checks are going to be made to see whether the ash is toxic. Thanks to Marion J. Zych for the news from Washington.

Denver Light Rail

Like a long running soap opera, it's been almost 20 years since the idea of light rail transit in Denver first surfaced. To those who think it is a good idea, July 10, 1991 was very much a red letter day. At that time the Denver Regional Council of Governments' transportation committee voted nine to one to send the Regional Transportation District's light rail proposal to the full DRCOG board. July 17 was an even redder letter day because now the RTD can begin planning and constructing the light rail system. The DRCOG vote was 20 to 15 in favor of the project; the 20 voters for the system represented 71% of the area's constituents.

The light rail line is intended to be a rather full-scale demonstration called the Metropolitan Area Connection, or MAC for short. Only 3.2 miles long, the line will operate perpendicular to the current 16th Street bus transit corridor. It will run in a generally northeast-to-southwest direction through the downtown area. The new trolleys will operate within the streets. The service for the introductory and demonstration phase will start at the south end of the Auraria campus on west Colfax Avenue. The tracks would then run along Stout Street in a northeasterly direction. At 14th Street MAC will turn to operate along 14th Street past the Colorado Convention Center and then turn once again in a northeastern direction along California Street. At 22nd Street the line will turn and operate for one block in a southeastern direction to Welton Street. The tracks would then head northeast along Welton Street. MAC would ter-

minate at east 30th Avenue and Downing Street at a bus transfer facility.

The return route would be the same except that in a southwesterly direction the tracks will run on Stout Street, which parallels California Street, for a distance of a little more than two miles. An additional mile of track will be built to a maintenance facility that will be built at west 6th Avenue and Mariposa Street. It is expected that the construction will begin sometime in 1992. If so, it would open for revenue service late in 1993.

The line is intended to test out light rail in Denver and is designed to be substantially expanded in all directions. The project still faces some opposition and many critics feel that the light rail trains will block streets and hinder traffic. Thanks to Charles H. Bogart for the good news.

Flashes

In **ST. LOUIS**, the Bi-State Development Agency is busy with its construction of the Metro Link light rail line between East St. Louis, on the east, and Lambert Field and McDonnel Douglas on the west. A newsletter entitled *Making Tracks* is available to trace the progress of the construction. Interested parties should write to Metro Link, *Making Tracks*, 707 N. First St., St. Louis, MO 63102, and request their names be added to the mailing list.

All mass transit suffers if one element gets a black eye. British Columbia transit officials in **VANCOUVER** are unhappy because ads for the B.C. lottery have portrayed riding the bus negatively. B.C. Transit struck back with a quarter-page ad in the daily newspapers and in an advertising trade magazine that begged ad agencies to put a better face on travel by transit. Thanks to Len Henriksson for the information.

The **KEOKUK JUNCTION** Railroad is not only operating former Philadelphia & Western Strafford-type cars, and soon to operate some erstwhile Boston PCCs, it also has three automobiles with 31-inch steel railroad wheels. One is a 1946 model 75 Cadillac limousine, another is a 1946 Cadillac series 62 four-door sedan, and there's also a virtually brand new 1951 Dodge station wagon. Rich Taylor, the chief honcho of the Keokuk Junction Railroad, probably has the most interesting rail fleet in the country! Thanks to Chuck Garrett for a nice letter and picture of a piece of that series 75 Caddie.

The beginnings of a westward extension of the Bloor-Danforth subway is underway in **TORONTO**. John Barrett sent a copy of the notice of public information concerning the expansion. The hearings and environmental assessment took place in September of 1991. There are several alternate corridors that might be used in pushing the line beyond Kipling station to Dixie Road.

The **NEW YORK TRANSIT MUSEUM** needs visitors and support. Donations of $5 or $10 would be happily accepted, and checks may be made out to NYCTA Transit Museum and sent to the Transit Museum, 81 Willoughby Street, Room 802, Brooklyn, NY 11201. Without support the museum may be forced to close.

The Atherton station of **CALTRAIN** has been restored to its original attractive 1910 appearance. Stations along the CalTrain line have been restored at Burlingame, Menlo Park, Milbrae and San Carlos. The San

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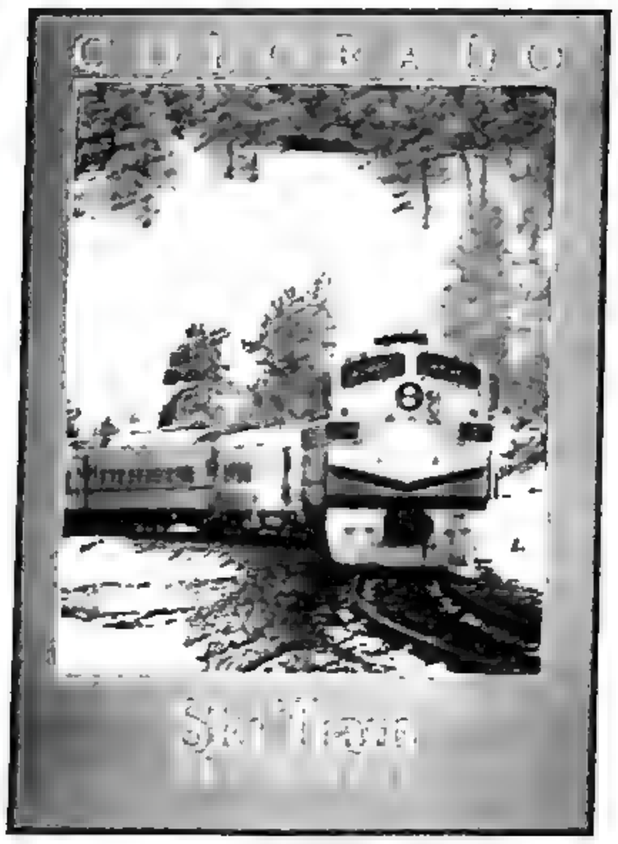

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Jose station will be one of the next in line for rehabilitation.

It appears that there will be diesel commuter rail service in the **LOS ANGELES** area in order to get the trains rolling in 1991. Perhaps it will be a first step on what is eventually an electrified rail commuter network. The Southern California Edison Company and others have charged that the diesel-powered trains will not really reduce air pollution unless they are long trains with many passengers. It appears that the Los Angeles County Transportation Commission wants to start the service and get people accustomed to it. The Edison Company may provide the funds for the electrification in return for a long-term contract to supply power. The electrification would take two to four years to complete. Thanks to Tom McGarry for the news.

The new **METRORAIL CARS** for Los Angeles were received in the Port of Houston in August 1991. Delays in construction by Breda Construzioni Ferroviarie threaten the September 1993 planned opening of the heavy rail subway in Los Angeles. The cars were trucked from Houston to the Pueblo test track of the AAR and will undergo about ten weeks of running tests before delivery to Los Angeles. Thanks to John A. Lee for the news. Mr. Lee also informs me that the Los Angeles County Transportation Commission turned thumbs down on a light rail line between Burbank and Glendale. Indeed, there is word from other sources that a Glendale-Burbank-Pasadena rail link would help bring relief to the badly over-crowded Ventura and Foothill freeways. The trouble is, by the LACTA not putting the link in the 30-year $140 billion Los Angeles plan, funding may be difficult for the tri-cities lines.

According to information from Mike Murray, the commuter rail line between **DALLAS** and Fort Worth may finally get under way sometime soon. The heart of the issue is an operating agreement that would require the Dallas Area Rapid Transit to commence service from Dallas to Irving by 1992 as a first step. The second phase would be providing service to the Dallas-Fort Worth Airport and to Fort Worth itself by 1995. The magnificent old Texas & Pacific Railroad terminal in Fort Worth may well become the transportation hub of Fort Worth and be the terminal at the west end of the commuter rail line.

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John C. Benson spent some time Down Under in **MELBOURNE, AUSTRALIA**. He reports that celebrities of that city backed the campaign of the Sunday *Herald Sun* newspaper to save the W class trams, the 1920s vintage cars that were so long identified with that city and that are now in the process of being phased out in favor of more modern trams. A moratorium is proposed on the sale of the famous trams, which are considered a treasure of the city.

Down the tubes for the time is the proposed extension of the **LAKE OSWEGO**, Oregon, trolley into Lake Oswego itself. The idea was to fill in an underpass at Stampher Road, creating a ground-level crossing opposite E Avenue. The Oregon Department of Transportation said it would not approve a traffic signal for the intersection. A new option will have to be thought of. Thanks to Rollin W. Zawistowski for the news.

The **METRO-NORTH** Commuter Railroad's New Haven line is carrying out a $47-million catenary replacement project. This is part of the Metropolitan Transportation Authority's capital rebuilding program. With the new catenary, and given the upgrading of the Northeast Corridor by Amtrak, Metro-North trains will be able to operate at 110 m.p.h. To improve service and reliability, the point where trains switch from overhead to third rail power has been moved 2.6 miles to the east. The previous changeover point at Woodlawn in the Bronx is on a grade between two interlocking plants. The new location has four sets of tracks, which are level, and there are no intersections with other lines.

Speaking of catenary, the Bi-State Development Agency in **ST. LOUIS** has awarded a $13.7-million contract to a partnership of Morrison-Knudsen and Fritz, Inc., to install the catenary system for the Metro-Link light rail line. The joint venture will also furnish and erect twelve electrical substations.

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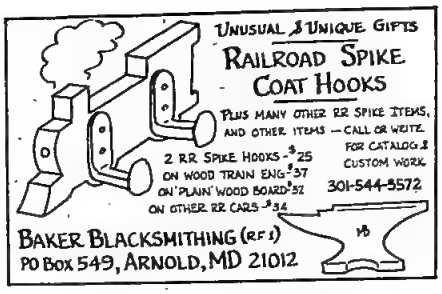
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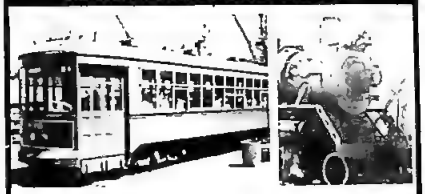

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Railnews

LEHIGH VALLEY C420 414 One of the more impressive recent diesel restorations is the rebirth of Lehigh Valley C420 414. Owned by "Joe" Peteccio of Philadelphia, the classic Alco debuted its as-built paint scheme at the Winchester & Western, New Jersey Division shops in Bridgeton as part of the Anthracite Railroads Historical Society's annual convention in nearby Millville. The 414 was built for the LV in 1964 and was among the C420s conveyed to the D&H in 1976 which later went to Guilford. With significant pilot damage from a wreck during Guilford's union troubles, 414 was purchased with all of the other Guilford C420s in 1987 by the Arkansas & Missouri. Since movement to Arkansas wasn't practical due to their condition, the A&M left LV 414, 408 and 404 at D&H's Colonie Shops. The Central New York Chapter NRHS bought the 408, and they were permitted to strip the already-cannibalized 404, which was later scrapped on site. The A&M removed 414's electrical cabinet, control stand and other components before putting the unit up for sale. Peteccio bought it in 1989 and had to do considerable work before D&H and Conrail would move the unit to south Jersey, near his home. Presently, the 414 is almost fully operational with a new control stand and electrical cabinet except for minor electrical "bugs." An active member of ARHS (which owns CNJ RS3 1554 and CNJ F3A 56 and F3B "D," former-BAR 46 and B&M F7B 4268, respectively), Peteccio has formally leased the 414 to the ARHS which, in conjunction with the A&M, has been involved in the restoration.

In other ARHS news, CNJ F3B "D," created by cosmetically altering inoperative B&M F7B 4268, is being shipping to the Rome Locomotive Works to make its prime mover operational again. Also, the Tri-State Chapter NRHS is leasing their operational BAR F3 44 to ARHS. Pending a Conrail inspection, BAR 44 is ready for the move to Jim Thorpe, Pa. If all goes well, an A-B-A set of CNJ tangerine-and-blue "chicken wire" F3s could debut in 1992.

UP PLUS CONRAIL? During mid-October 1991, rumors spread quickly of a possible merger between Union Pacific and Conrail. It all started when Conrail's computer bulletin board network carried a message announcing that the railroad "has entered into preliminary negotiations with Union Pacific Railroad in order to study the feasibility of an eventual merger or takeover by either railroad." The message quoted Conrail CEO James Hagen as saying "the dream of a truly transcontinental railroad may finally be realized." Conrail immediately denounced the computer message as a hoax, citing several spelling errors which seem to indicate the message was entered on the company computer by fraudulent means. Sources at UP, meanwhile, were hesitant to discuss the matter in detail until a formal announcement was issued but did hint that something was definitely in the works between the two railroads. Hoax or not, word of the merger reached Wall Street, sending UP stock up 25¢ and Conrail stock up nearly $2.00 a share.

Whether UP and Conrail are planning a full-fledged merger or are simply expanding their interline shipping agreements, the blue and yellow team could dominate much of the U.S. rail freight market. While the recent trend has been to capitalize on "land bridge" forwarding of containerized cargo between the West and East coasts, the current negotiations for free trade agreements with Canada and Mexico will create new demand for north-south shipping from border to border. Conrail already interchanges at the Canadian border in the Great Lakes and Northeast regions, and UP has a Canadian connection in the Pacific Northwest and Mexican connections in southern Texas.

Even if announced by early 1992, a UP-Conrail merger application could take a year or more to be approved. Other railroads would likely file suit against the merger or seek out their own merger partners.

ADRIAN & BLISSFIELD On October 12, 1991, Michigan's newly-formed Adrian & Blissfield Rail Road Company hosted a New York Central System Historical Society excursion powered by GP9 1751 (ex-GTW 4545), A&B's sole motive power and officially rostered as "No.1." The A&B consists of 15.5 miles of two former-NYC subsidiary Lake Shore & Michigan Southern segments between the namesake cities in southern Michigan, roughly 40 miles north and west of Toledo, Ohio. This state-owned trackage was operated by the Lenawee County Railroad until 1990. The independent Adrian & Blissfield officially took over operations during February 1991. And that NYC "lightning stripe" paint scheme rendered in CNR colors is certainly striking.

A NEW DINNER TRAIN The Kalamazoo, Lake Shore & Chicago Railway was recently stripped of its original dinner train, the "*Michigan Star Clipper*," one of three dinner trains operated nationwide by Trains Unlimited owner Jack Haley. TU decided the Paw Paw, Michigan,-based dinner train, the most profitable of the three, could make more money serving a population base closer to the Detroit area and moved the *Star Clipper* off the KLS&C and onto Walled Lake-based Co Rail in July.

The KLS&C was stuck with a summer's worth of booked reservations and advertising with no train to show for it. Even before the *Star Clipper* had moved out, the decision was made to find a replacement at any cost. By the first week of September, KLS&C management had arranged to lease three luxury domes (*Emerald Bay, Crystal Bay* and *Zephyr Cove*) and a galley car from the defunct Transcisco Tours fleet, which had been in storage on the SP in California. The cars arrived on the KLS&C in pairs during September 12 and 13. The following week, KLS&C's new ex-C&NW E8 diesel arrived. (The E8 was built as C&NW 50 in 1953, renumbered to 513 in 1974, sold to Chicago's Regional Transportation Authority in 1985 and later to Northern Rail Car before winding up on the KLS&C.) On September 20, the new train made a test run on the entire route the dinner train would cover. All went well, and on the 21st, the "*Michigan Wine Country Dinner Train*" made its first revenue trip. Plans are for mid-day runs on Tuesday, Thursday and Saturday at 12:15 p.m. and Sunday at 12:45 p.m. to accommodate the lunch crowd, and evening runs on Wednesday, Friday and Saturday at 7:00 p.m. The Amtrak-compatible cars provide the possibility for off-line excursions to Chicago and elsewhere — CHARLIE SHANNON.

IN CHEYENNE, WYOMING As of September 30, Union Pacific's restoration of the Cheyenne roundhouse was about 90% complete. Only some wiring and architectural details remain. Work on the shop began in mid-August and is tentatively scheduled for completion in January 1992. The entire 40,000-square-foot facility and all four tracks will be devoted exclusively to the steam and historic diesel fleet. Bids have been received from three contract shops for the rebuild and upgrade of the three E9s, and the UP shop team will install new D87B traction motors and wheels on DDA40X 6936. Operating plans for 1992 include over 14,000 miles of steam running, which UP Manager-Train Operating Practices Steve Lee says "will be the most (steam mileage) since 1959." This includes three large-scale trips and five smaller runs. Challenger 3985 will carry most of the load as 4-8-4 844 will spend the majority of the year undergoing its Class 3 overhaul.

The 844, incidentally, did not power this year's River City Roundup specials. It did power the Old Timer's Specials at Omaha (handling freight en route from Cheyenne, page 90, and putting on a spectacular show by lifting an over-tonnage consist up Archer Hill) and a series of October trips into Nebraska and Kansas, but the River City trips were handled by SD40-2 3593 *Desert Victory*. Ridership and lineside support for the River City Roundup runs were greatly diminished by the absence of steam power. Enough complaints were phoned in to UP headquarters in Omaha that it's a safe bet there'll be steam on next year's River City trips.

"CROSS TRACKS SAFELY" While most railroads have replaced cabooses with End-Of-Train devices for supposed safety and economic reasons, CSX has recently repainted some of its cabooses to help promote grade crossing safety. Several former Chessie bay window cabooses have been given Operation Lifesaver markings and high-visibility stripes, with the message "Cross Tracks Safely" carried just below the roofline. The cabooses are intended primarily for Operation Lifesaver and Trooper on the Train safety specials, but several have been sighted in regular service.

THE WHIPPANY RAILWAY MUSEUM On September 21, 1991, the Whippany Railway Museum in Whippany, New Jersey,

KODACHROME and LIGHTING KENNY GEARY JR

LEHIGH VALLEY C420 414 posed in a restoration of its as-delivered paint during a night photo session held with the Anthracite Railroads Historical Society annual convention in Millville, N.J. on October 19.

KODACHROME SCOTT A. WILK

"CROSS TRACKS SAFELY" is the message carried on several CSX bay window cabooses recently repainted with Operation Lifesaver markings and high-visibility stripes, seen at Augusta, Ga., on September 14.

KODACHROME JULIEN WOLFE

ADRIAN & BLISSFIELD GP9 1751 (ex-GTW 4545) rolled west of Lenawee Junction, Michigan, on October 12 as it powered ex-CNR coaches on an NYC System Historical Society fantrip over the entire 15.5-mile A&B.

KODACHROME JOHN C. BENSON

ELGIN, JOLIET & EASTERN is applying a solid green scheme to its switchers, such as SW1200 305, seen idling at Gary, Indiana, **(right)** on October 19. Road units, however, will remain in solid orange.

KODACHROME CHARLIE SHANNON

A NEW DINNER TRAIN using an ex-C&NW E8 and ex-Transcisco Tours cars is seen **(right)** at Paw Paw, Mich., on September 22 after its debut on the Kalamazoo, Lake Shore & Chicago.

IN CHEYENNE, WYOMING, the restoration of UP's roundhouse is about 90% complete as the railroad's A-B-A set of E9s waits patiently outside during early September. Bids have been taken for the rebuilding of the three E9s.

KODACOLOR GOLD 200 PRINT LYNN T. NYSTROM

drew more than 6500 visitors to its Railroad Festival '91. Host railroad Morristown & Erie displayed C424 18 and parlor car *Morris County* while NJ Transit brought in a GP40PH-2 and three Comet commuter cars. The biggest surprise, however, was an impressive "Conrail Quality" exhibit consisting of GP38 7883, a boxcar and wide vision caboose 22137, all in fresh paint and emblazoned with Conrail Quality logos. The equipment was posed for night photos the evening before the festival (page 4). Children were even allowed tours of the 7883's cab during what was Conrail's first major public relations effort for the museum.

RF&P SOLD; POT YARD DOOMED On October 10, 1991, the 157-year-old Richmond, Fredericksburg & Potomac was finally sold by parent RF&P Corporation to CSX after many months of court battles over financial and legal issues. CSX, which already owned 33% of RF&P's stock, has created a new subsidiary, RF&P Railway Company, to own and operate the 113-mile railroad. Included in the package is a rail route *through* Potomac Yard in Alexandria, Virginia, but *not* the yard itself. The Virginia Retirement System, which acquired the RF&P Corporation's real estate holdings, plans to dismantle Potomac Yard and market the 323-acre site for commercial development. The land's close proximity to the Pentagon and Washington, D.C., makes it highly valuable, but an environmental consulting firm has already found that up to $8 million may have to be spent to clear the site of contaminated soil and other material.

UTAH RAILWAY The leased MPI units which have been working on the Utah Railway much of the year (August 1991 RAILNEWS) should now be vacating the coal hauler as permanent replacement power in the form of rebuilt ex-CSX SD40-2s has begun arriving. Numbered 9001-9011, the new units were shopped prior to delivery to the Utah by Morrison-Knudsen and wear a variation of Utah Railway's classic gray and red scheme which had been used on the Alco RSD4s and RSD5s. The base coat of CSX gray has been dressed up with a red nose and a wide red stripe down the long hood (both separated from the gray by yellow pinstripes), yellow handrails and large UTAH RAILWAY lettering on the nose and hood stripe (page 4). By mid-October, the first of the SD40-2s had entered service. Disposition of Utah Railway's sidelined ex-BN F45s and ex-BN/ex-SP SD45s (which were on lease from National Helm Leasing) has begun, with SD45s 9142 and 9146 already cut for scrap and SD45 6518 cannibalized for parts. F45s 6606, 6608 and 6613 are up for sale.

"TRADITIONAL YELLOW" The delivery of twelve new C40-8s to C&NW back in late 1990 prompted a controversial question (January 1991 RAILNEWS): had the railroad switched from pale "Zito" safety yellow back to its original darker yellow, or were the previously-delivered units simply faded from exposure to the elements? One year later, the answer seems to be "yes" on both counts. While the 1990 models were actually delivered in what was still C&NW's modern version of the pale Zito yellow, the latest C40-8s which have been arriving since late 1991 (8543-8577) demonstrate the railroad's first actual change back to the darker yellow that was traditional in the 1960s and '70s. These latest units also feature a yellow reflective sill stripe, a large C&NW herald on the nose and light green reflective road numbers on the long hood (page 4). The 8577 wears a special "Safety and Reliability" logo on its long hood. As for the earlier C40-8s looking lighter than their new counterparts, units delivered with the first and second orders are supposed to be cycled through Mid America Car in Kansas City, Missouri, for GE warranty repainting to correct overall fade and discoloration of their original factory paint.

NP 4-6-0 328 On Monday September 30, the Minnesota Transportation Museum's Northern Pacific 4-6-0 328 traveled the Soo Line (ex-Milwaukee Road) main line from St. Paul's Amtrak station to Winona, Minnesota. The occasion was a ferry move to position the engine for trips over the Dakota, Minnesota & Eastern scheduled for October 5 and 6. The ferry trip was significant for two reasons: the Soo Line was supportive of it, even after last year's problems getting the Frisco 1522 to St. Paul, and this was the 328's first main line outing since the mid-1980s. The 328 was allowed to travel without diesels down the busy main (page 90) even though the 1907-built 4-6-0's top speed is about 30 m.p.h. Stops for water and lube were made at Hastings, Lake City and Kellogg. The return ferry move was scheduled for Monday October 7. This was the first steam move along this portion of the ex-Milwaukee Road river line since the *Freedom Train* with SP 4-8-4 4449 traveled to Minneapolis from Wisconsin via this route in 1975.

The DM&E trips were run from Rochester to Winona and return as part of the Victorian Express in conjunction with Winona's annual Victorian Fair. Short trips were operated from Winona to Lewiston, all assisted by DM&E diesels due to train length. The trips were sponsored by the Winona County Historical Society and arranged by Iron Horse Limited, the same group that operated the trips last year that were to have had the 1522. This was the first steam to operate over this trackage since C&NW 1385 visited in the mid-1980s — STEVE GLISCHINSKI.

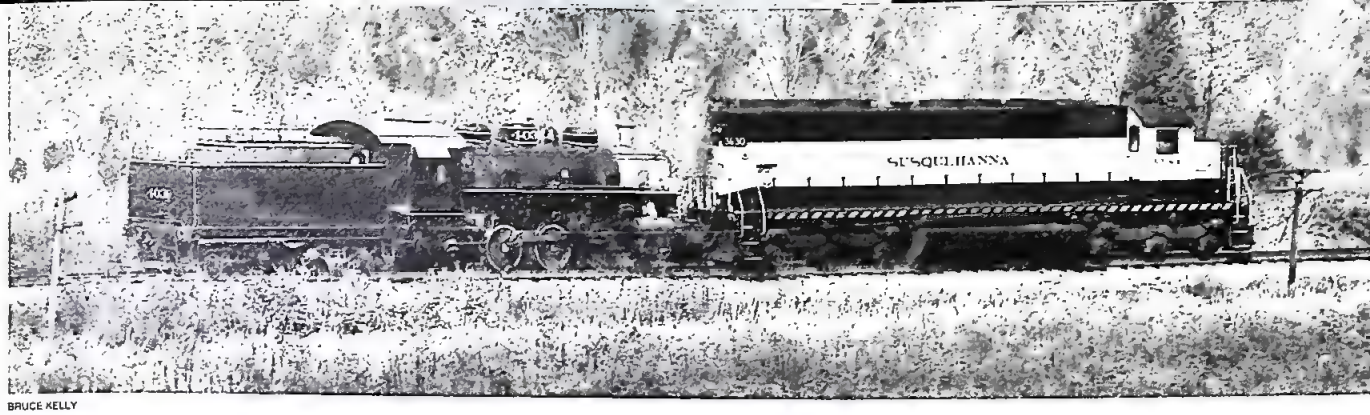
ILLINOIS CENTRAL The IC has recently purchased 44 SD40-2s from Burlington Northern to replace 75 older, lower horsepower units, primarily GP10s. Some of the SD40-2s are being received in full IC paint and new 6100-series numbers (page 4), while others have arrived in their BN livery, awaiting a trip through the paint shop at Centralia — PAUL MEYER.

T&NO 2-8-2 786 On September 7 and 8, 1991, the Austin Steam Train Association successfully test fired Texas & New Orleans MK-5 2-8-2 786 at Round Rock, Texas (page 90). The first oil fire was lit at 5:30 p.m. on September 7, and working pressure was reached at about 3:00 p.m. on the 8th. No major problems were encountered, and final reassembly is now under way. ASTA plans to have the engine operational in about 60 days — JOHN B. CHARLES.

EDAVILLE RAILROAD On Sunday October 13, 1991, the Edaville Railroad in South Carver, Mass., held a second 1991 "Railfan Day," this one to celebrate the 50th Anniversary of founder Ellis D. Atwood's October 1941 purchase of the first equipment for his planned two-foot gauge cranberry plantation railroad. As part of the festivities Bridgton & Harrison 2-4-4T No.7, the first locomotive purchased by Atwood, was lettered B&HR and run on both a freight train and a passenger consist, both without "tourist cars." Edaville operates a significant collection of Maine two-foot-gauge equipment on a regular schedule around a 5 ½-mile loop of track — more trackage than the 5-mile Kennebec Central, the shortest of the Maine two-footers.

An auction of museum artifacts (no two-foot gauge equipment) was held last fall, and enough money has been raised to permit the Edaville to operate into the 1992 season. The railroad is still for sale by owner George Bartholomew, who is carefully considering a number of offers. Since the sale involves the railroad and numerous parcels of land, numerous options are available. The general feeling is that a deal will be worked out so that the railroad can stay at its present site under new ownership. There are plans for a spring 1992 Railfan Weekend, and No.7 will be kept in its B&HR livery at least until then.

THE RIO GRANDE WRECK Near Pinecliffe, Colorado, on September 30, an eastbound D&RGW freight train struck a rock slide which sent two locomotives tumbling down a steep embankment in a narrow canyon in the Front Range of the Rockies, some 30 miles west of Denver. Two crewmen jumped clear of the units, but two others weren't as lucky. Engineer Edward West was killed when the lead unit plunged some 800 feet into the South Boulder Creek, while Brakeman John Beaird was crushed to death in the second unit which slid halfway down the slope. A third unit remained teetering on the tracks, and several lumber cars spewed their loads down the mountainside. With Rio Grande's Moffat Tunnel route closed for at least a day, Amtrak's *California Zephyr* was forced to detour over the UP through Wyoming. Unlike the two recent California wrecks on trackage of Rio Grande parent Southern Pacific in which hazardous chemicals were involved, the Pinecliffe wreck posed no serious toxic danger. A small amount of diesel fuel leaked into South Boulder Creek but was quickly removed down-



BRUCE KELLY

LOUIS R. SAILLARD

J. PARKER LAMB DAY in Meridian, Miss., saw the noted photographer (at right) and the FRA's Gil Carmichael posing with MidSouth equipment.

GREAT WESTERN 2-8-0 No.51 is also shown being towed by a diesel (below), but this move from Toppenish to Yakima, Washington, behind Washington Central GP9 301 on September 29 had a fire in the steam engine's belly to maintain pressure for driver lubrication. The 2-8-0 and its tender were en route to be loaded onto two flatcars for shipment to Shortline Enterprises, a company just north of Los Angeles which uses an ex-SP branch and various equipment for movie filming work. After its film role, No.51 may be headed back to its home in Loveland, Colorado.

U.S. ARMY 0-6-0 4039 has been sold by the New York, Susquehanna & Western to Frank Larkin of Pennsylvania. From its long-time home at the former Morris County Central enginehouse in Newfoundland, New Jersey, the engine traveled west via NYS&W and Conrail on October 19 to a new restoration site in Honesdale, Pa., on the Lackawaxen & Stourbridge. It's seen being towed by Susquehanna SD45 3630 past the pumpkin patch at Monroe, N.J., on the former L&HR segment of NYS&W's Southern Division. The 4032 (Alco 1942) once served as the Virginia Blue Ridge No.5.

ERIC NELSON

stream. According to the railroad, a slide detector fence was not in place where the rock slide and derailment occurred because the location was not previously threatened by avalanches.

U.S. ARMY 0-6-0 The New York, Susquehanna & Western railroad sold its former-U.S. Army 0-6-0 4039 to Frank Larkin of Pennsylvania. Probably best known as Morris County Central 4039, ex-Virginia Blue Ridge No.5 moved from the former-MCC enginehouse in Newfoundland, N.J., westward over NYS&W and Conrail to a restoration site in Honesdale, Pa., on the Lackawaxen & Stourbridge Railroad. On October 19, 1991, NYS&W SD45 3630 handled the "extra" which took nearly twelve hours. The 1942 Alco 0-6-0 is in fair condition, and Larkin has no firm plans after restoration. A former NYS&W employee, Frank Larkin is presently manager of locomotive shops for New Jersey Transit.

The NYS&W has the Cooperstown & Charlotte Valley Army 0-6-0 4038 (VBR No.8) on display outside the corporate headquarters in Cooperstown, N.Y. Morris County Central's Southern Railway 2-8-0 385 was donated to the Bergen County Vocational school by NYS&W back in October 1990 (see January '91 RAILNEWS).

GREAT WESTERN 2-8-0 No.51 On September 29, 1991, Washington Central GP9 301 towed ex-Great Western 2-8-0 No.51 west from Toppenish to Yakima, Washington, on WCRC's ex-NP line. The 51 was under full steam to maintain driver lubrication. The engine, which has been the mainstay of the Yakima Valley Rail & Steam Museum Association's operation in Toppenish, was on its way to be loaded onto a flatcar for shipment to Fillmore, California, for the filming of a movie. Shortline Enterprises, which operates an ex-SP branch between the Coast Line main at Montalvo (near Oxnard) and Fillmore for commercial filming of railroad sequences, received the 51 and its tender on two flatcars on October 16, and actual filming got underway about a week later. YVR&S members Kevin Cook (engineer) and Dave Pankey (fireman) traveled to Fillmore to run the engine. No.51 is on lease to Shortline Enterprises and may handle other movie or excursion assignments there before returning to its home in Loveland, Colorado — ERIC G. NELSON.

J. PARKER LAMB DAY Friday October 4, 1991, was proclaimed "J. Parker Lamb Day" in Meridian, Mississippi, by Mayor Jimmy Kemp and the Meridian City Council. Although born in Alabama, Lamb grew up in Meridian and began taking train pictures there in the late 1940s. Currently teaching at the University of Texas, he attended the October 4 ceremony, which was held as a prelude to the GM&O Historical Society's 19th Annual Fall Meeting and Banquet at Meridian on October 5. A display of 70 Parker Lamb photos was displayed for the weekend in the city's old Railway Express building, and Lamb gave a slide show at the GM&OHS meeting following a presentation by guest speaker (and Meridian native) FRA Administrator Gil Carmichael. Lamb's first photography book, "Katy Diesels to the Gulf," has just been released by Andover Junction Publications.

Amtrak's "Keystone Classic Club"

by Dan Cupper

TWO KODACHROVES DAN CUPPER

As Amtrak's westbound *Pennsylvanian* coasted to a stop at Latrobe, Pa., the car attendants started passing out hot facial towels with which passengers could freshen up. Things have come a long way, I thought, dabbing my forehead, since the days of Penn Central's free-saunas-for-all policy, caused by stuck-open coach steam-heat valves.

Now I was aboard the "Keystone Classic Club," an experiment in daylight club-car elegance that is a blend of regularly scheduled service and private-car travel. This was unlike any previous trip I'd ever taken over the former-Pennsylvania Railroad main line between Philadelphia and Pittsburgh — and I've done it many times and in many ways, with PRR, PC, Amtrak and Conrail.

The Keystone Classic Club, operating twice a week each way between New York and Pittsburgh, is a trial balloon to determine whether the traveling public is ready for upscale accommodations under the Amtrak logo. In the process, it also will test Amtrak's ability to provide that level of service.

Begun on August 1, the service consists of a private car (or "PV," for "Private Varnish") assigned to Amtrak's *Pennsylvanian*, operating westbound on Thursdays and Saturdays and eastbound on Fridays and Sundays. This is the first time that true First Class daytime (that is, non-sleeper) accommodations have been available to general ridership on this route since February 27, 1964, when PRR dropped parlor-buffet-lounge cars from timetable listings for the east- and westbound *Duquesne.* (In 1989 and 1990, the luxury-class American European Express operated over the route as part of the

THE *J. PINCKNEY HENDERSON* brought up the rear of Amtrak's No.42 (**above**) as it crossed Rockville Bridge on September 9. The previous day (**below**), Sunday-only No.44 had another private car, the *Ohio River*, behind F40 407 as it entered Harrisburg.

New York-Chicago *Broadway Limited*, but as such it was an overnight train; every AEE passenger occupied sleeper space.)

For a fee of $195 plus one-way coach fare, club-car passengers ride the comfortable lounge car *J. Pinckney Henderson*. En route, they enjoy complimentary gourmet meals, drinks, hors d'oeuvres, and a level of personal attention virtually unknown in public transportation, let alone railroad travel. That one of the attendants is a graduate of the Cunard transatlantic cruise line should give some idea of the standards involved. With a staff of two attendants per trip, the car is booked for a maximum of ten passengers. Trained by the Culinary Institute of America, the attendants are schooled in proper presentation and garnishing of food and safety in kitchen preparation while the car is in motion.

The idea was brought to the Amtrak board of directors by Paul Weyrich, a board member who is known not only as an advocate of conservative politics, but also as a rail enthusiast — he is publisher of the *New Electric Railway Journal*. His rationale was that when more affluent passengers return to the rails in greater numbers, it will be a measure of significant recovery in the long comeback of American passenger service.

Choice of Route

As a pilot project, the *Pennsylvanian* was chosen for a number of reasons, according to Bruce Goldberg, Amtrak's route manager for eastern routes.

"We were looking at this as being a test of a luxury daytime service, and we were looking for a daytime route in the East," he said. "We did not want to do it on a Northeast Corridor train. We wanted to do an off-corridor route because the corridor market is of a very different nature."

Goldberg said the scenery along the former-PRR main line — Pennsylvania Dutch farmland, the Susquehanna and Juniata river valleys, Rockville Bridge, Horseshoe Curve — was a strong element, but other factors played a role, too. "The *Adirondack* (New York-Albany-Montreal) would be very nice," he said. "It has attractive scenery, but it runs with Turboliners. New York-Toronto (the *Maple Leaf*) would be a possibility, but it's not an Amtrak train beyond Niagara Falls" (VIA Rail Canada crews take over at the border).

"New York-Pittsburgh is a nice daytime trip, a reasonable morning-to-end-of-the-afternoon ride and a very scenic trip, and it's a train that was not at some kind of capacity limit. And Pittsburgh is actually a city with a lot to offer. And so when you looked at the other possibilities, this is one that most filled the bill.

"We could promote the scenery — in October people ride that train for foliage — and you've got two strong cities on the East, New York and Philly, both strong as potential destinations from Pittsburgh and the west."

The Market

"It's not like Metroliner service," said Goldberg. "People are not going to use this every week going back and forth. It's a service that will attract people going out to use it for a special occasion, to try a unique travel experience." Business people, he said, can use it for "business group travel, entertaining clients, incentive travel or holding a meeting on board."

Currently, Amtrak offers First Class service under a variety of names: Club Service on conventional Northeast Corridor trains, the *Colonial* (Boston-Newport News, Va.) and *Virginian* (Boston-Richmond, Va.); Metroclub Service on Metroliners; and Custom Class Service on various corridors such as Santa Barbara-Los Angeles-San Diego, Chicago-Detroit, Chicago-St. Louis, New York-Albany-Syracuse and New York-Albany-Montreal (the *Adirondack*).

Because of the pricing, most Keystone Classic travel has been from endpoint to endpoint, New York-Pittsburgh or Philadelphia-Pittsburgh. The $195 surcharge works out to $282 for a New York-Pittsburgh ticket, compared to $87 for coach travel; $257 for Philadelphia-Pittsburgh, compared to $62. Although it is theoretically possible to buy a ticket for the twelve-mile ride from Tyrone to Altoona for $200 ($5 coach fare plus $195 accommodation charge), this is clearly not what Amtrak has in mind.

"To really get the benefit of the service, you have to ride a fairly lengthy trip on it," said Goldberg. "Riding it from Pittsburgh to Altoona is not going to give you the full Keystone Classic experience."

Several people have ridden it from New York to Harrisburg and Pittsburgh to Harrisburg. When I boarded at Lancaster on August 22, the crew told me I was the first westbound passenger they'd seen get on west of the Philadelphia area.

Despite a fare that may seem high at first glance, passenger loadings by mid-September were averaging between five and six riders per trip, and the service already had found repeat riders (that is, people taking it on a second occasion, not just round-trip passengers). The Thursday westbound trips and the Sunday eastbound trips are the most heavily patronized.

"To this point we're pleasantly surprised with the response," said Goldberg. "There's definitely interest in this type of service."

Several runs have been sold out, but a few, it must be reported, have run vacant. On my westbound trip, I was one of nine passengers; on the eastbound leg the next day, I was the sole rider.

Selecting a PV

The car used, the *J. Pinckney Henderson*, is a streamlined former Missouri-Kansas-Texas Railroad coach built in 1954 for the joint MKT-Frisco Lines *Texas Special*. Reportedly the first all-stainless-steel car (including underframe) ever built by Pullman-Standard, it carried the number 1202-R while on the MKT.

Later used by Amtrak as 72-seat coach No. 7200, it eventually was acquired by Bob Willetts of Charlotte, N.C., who rebuilt it in 1989 with a private-car interior in sleeper-lounge configuration. In 1991 it was further modified with the addition of rear-facing solarium-style windows in the blind or bulkhead end to make it functionally an observation car. As such, it's the only observation car Amtrak assigns anywhere in the country. With fluted-side construction, it roughly resembles the Budd Company flat-end observation cars once used on the PRR *Congressional* and *Senator*, but the fluting on the *Henderson* does not extend around the ends. From the outside, the visual effect is a little odd, but from the inside, the effect (180-degree field of vision and a bright, airy atmosphere) is just fine. The name "*J. Pinckney Henderson*" is derived from the car's MKT roots; Henderson was the head of the independent state of Texas.

Next to the car's vestibule end is a private dining area for four persons, then a library (stocked with

AMTRAK'S KEYSTONE CLASSIC CLUB

railroad/railfan periodicals and a guest register as well as *Forbes*, *Money* and *Architectural Digest*) and a smoking room. These three rooms are actually sleeper compartments (two of them have showers) but are not set up for nighttime use.

In the middle of the car is a galley, where all final food and drink preparation is handled, then a small dining area containing a china closet and two tables seating three people each. The china closet holds all of the silver and plates, which seem to be worlds away from the styrofoam and plastic found in the Amdinette several cars forward. At the rear of the car is a salon, in which ten comfortable rose and teal armchairs face the center aisle.

"Our mechanical people looked at several PVs available," said Goldberg. "For mechanical reasons we narrowed down the list. This car had several things going for it. It was elegant but contemporary — many cars are done in a way to bring back the 1920s. The food preparation facilities had what we needed to bring off the service. And because it was a coach, it had wide windows — some lounge cars (built as lounge cars) have small windows." (Indeed, Pullman-Standard built two mid-train lounge cars once used over this route on the streamlined 1938 *Broadway Limited* — named *Harbor Springs* and *Harbor Point* — that had no windows at all in their main lounge sections. The interiors, designed by Raymond Loewy, featured large murals instead.)

On-board Ambiance

Although reports seem to suggest that most groups traveling are congenial and enjoy each other's company, anyone seeking solitude can escape to one of the rooms.

When I traveled, I found a wide array of passenger backgrounds — Willard Shaffar, a technician for a New York theatrical producer; Edward Friedman, a research scientist (both headed to Pittsburgh on business); and Ron and Lynn Miller, a couple from Pittsburgh who own a small business and were returning from a vacation with their daughter, who lives on Long Island.

The group was quite friendly, and almost all of them held an interest in trains in one way or another. Overheard in conversations from various parts of the car were the phrases "Z gauge," "GG1," "Graham Claytor" and "New York Central baggage car," sure indications that while these people were perhaps not what one might call garden-variety railfans, there was something far deeper here than a casual acquaintanceship with railroading. Two of those who were aboard when I rode, Willard Shaffar and David Warren, were members of the Empire State Passenger Association and use trains extensively in business travel.

The regular attendants who work the Keystone Classic Club are David Chivel, Jimmy Fernandez and Tom Rushforth, all part-time employees who took special training with the Culinary Institute of America. John Long and others from the regular pool of attendants, also specifically trained, regularly cycle into the Keystone Classic Club assignment.

All staff members are qualified as Amtrak Lead Service Attendants. The regulars work one round-trip per week; the train gets back to New York so late, and the job of preparing the car the next morning begins so early, that it is impractical for the same crew to make two consecutive round trips and still get adequate rest.

Chivel is the employee with Cunard line credentials and contributed heavily to establishing service standards for the car; Fernandez has a catering and restaurant background. Rushforth is the veteran railfan of the bunch, having worked as a volunteer attendant on the Morristown & Erie observation car *Blue Ridge* on several trips chartered by his friend Gary Coolick, who runs a hobby shop in Bogota, N.J.

In addition, Rushforth also was involved in staffing and crew operations aboard a former *California Zephyr* dome-observation car now owned by the New York, Susquehanna & Western when it ran on two Hoboken-Vernon, N.J., ski trains operated by New Jersey Transit. In the last five years, he has traveled more than 35,000 miles on Amtrak and VIA.

As an eastbound freight train came into view at South Fork, Pa., climbing the west slope of the Alleghenies behind a pair of new General Electric C40-8W wide-nose "Conrail Quality" units, Rushforth remarked, "Wouldn't it be nice to see that behind three I1's?"

Personal Service

Attendants greet passengers by name (manifests are carefully studied before each run) and make a genuine effort to address them by name throughout the trip. Craig Thorpe of Bellevue, Washington, a railroad illustrator who is also a railfan, rode the car from Pittsburgh to Harrisburg on a Sunday and found a pleasant surprise when he returned the following Thursday, aboard the Pennsylvanian's regular Amfleet section. Attendant John Long not only remembered him by name and greeted him on the platform, but twice during the trip came up in the coaches to chat with him. Long introduced a writer from the Long Island newspaper *Newsday* to Thorpe, whom the reporter then interviewed about his experience on the car.

Passengers enjoy gourmet food almost from the moment they step aboard. A "continental" breakfast is hardly what most people associate with that term — omelettes cooked to order, sausage, home fried potatoes with tomatoes, onion and dill. Cheese and breads lead off the lunch menu, followed by garden salad, cold roast sirloin and filet of sole with salmon mousse, oriental noodle salad, Italian green beans and, for dessert, high-and-wide brownies and various pies, including a peach-blueberry variety.

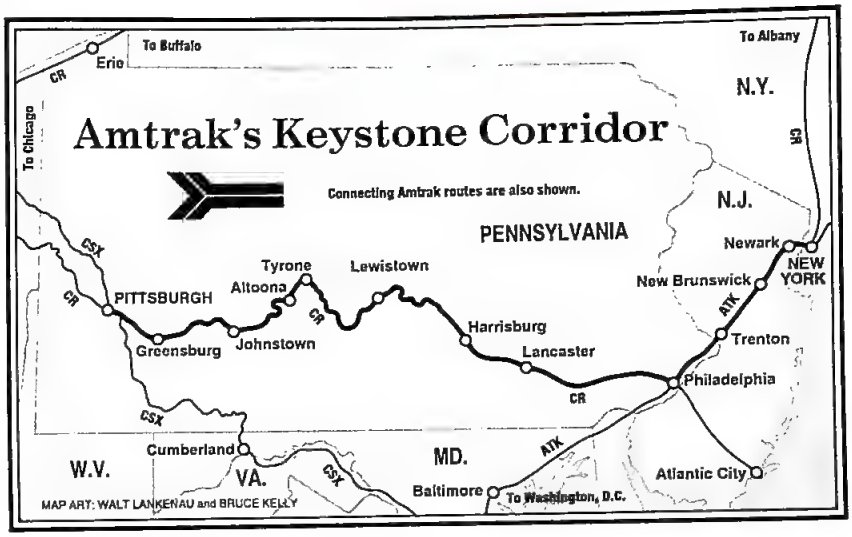
During the trip, attendants continuously offer passengers another drink or another serving from the hors d'oeuvre trays, which are always nearby. (This policy may even affect the choice of any

WHILE NOT A CLASSIC in appearance, the end windows make the *J. Pinckney Henderson*, at Lancaster on No.43 on August 22, an effective observation car from inside.

future cars leased or built for the service. With liquor flowing freely, Rushforth noted, an open-platform car would likely be considered a safety hazard.) Passengers receive a complimentary blue-green welcome-aboard packet containing a route guide, menu, stationery, pen and certificate of ridership.

With a small galley (the crews describe it as a one-and-a-half-person galley), tight quarters for stocking food, and low number of passengers, the menu is limited, but what it lacks in overall variety is compensated for by quality and volume. On the Thursday, Friday and Saturday trips, breakfast and lunch are served. On the Sunday run, which operates later in the day, attendants serve lunch and dinner.

Another example of attention to detail surfaced occasionally during my conversation with Rushforth. He excused himself to hit the platform at even the humblest of stops, a dash of class intended to present a friendly, heads-up image to any prospective passenger who might be there.



The Train Crew

When the service started, it was supposed to be so exclusive that even the conductor and assistant conductor were to stay out of the club car. The attendants were to collect the tickets and walk forward in the train to present them to the train crew. But this contradicts the long-time convention (call it a custom, a rule or just plain railroad etiquette) that the conductor is, in effect, the captain of the ship and thus entitled to roam anywhere on it. To everyone's satisfaction, the early rule has been relaxed. Rushforth explained that the Keystone Classic Club staff needs maximum cooperation from the operating crew and wanted to build, not burn, bridges.

On my westbound trip, in fact, the club-car passengers begged Rushforth to bring the conductor, Ernie Hoover, back to gather the tickets so he could relate the details of a mysterious incident in the next coach forward that had delayed the train 25 minutes. (Hoover had radioed for state police to meet the *Pennsylvanian* at Newport, an unscheduled stop, to calm down — or arrest, if necessary — a Pittsburgh-bound passenger who had become unruly. The man, who'd mistakenly accused a ten-year-old passenger of having stolen money from his wallet, settled down and was allowed to remain aboard.)

The conductor on my eastbound trip, John L. Wagner of Altoona, said, "We get a lot of questions up front about (the car). I think it's going to be nice for business travelers; we just have to get them reoriented to riding trains again.

"I'm hoping it's going to catch on. We (the crews) are going to do everything we can to keep it up. It can only help."

Passengers' Reactions

During introductory receptions for travel agents, Goldberg said, the reaction was that the fare level — given the quality of service provided — was reasonably comparable to that of a full-fare airline coach ticket. All of the passengers I spoke with were enthusiastic and considered that they got value for their money.

"It's extraordinary," said Friedman of his trip, who called this a "civilized way to travel."

"The food and drink are sumptuous," said Warren. "It's marvelous; a lot of it is (due to) the fellows (attendants).

Passengers spot-checked on this and other trips agreed, however, that they or their travel agents found it difficult to get information about the service. This was perhaps a function of its newness or the fact that it was hustled into existence on a short deadline.

General-press travel writers have been complimentary. In the Sunday, August 25, edition of the Philadelphia *Inquirer*, staff writer Larry Fish noted: "Some of it (the service) was great. And in giving this service a trial, Amtrak shows its willingness to try anything to make a buck — which is not a bad trait for a ward of the U.S. taxpayer." And later: "Is the scenery four times as good as that from the coaches ahead? I really think the answer may be yes." He was not so complimentary, however, about his return trip on the *Broadway Limited*, comparing the personal attention of the club car to the shouted seat assignments of a coach attendant.

In a report published the same day under the headline "Spoiled Rotten by Amtrak," Ruth Heimbuecher of the Pittsburgh *Press* said: "Six of us — three women, two men and a teenage boy — luxuriated in the thought and reality of doing nothing except eat, watch the scenery stream by, listen to old songs sung by Fred Astaire and get acquainted with each other and with two Amtrak men who spoiled us badly."

Fortunately when I traveled, Fred Astaire was nowhere to be heard.

Can It Succeed?

Why does Amtrak believe that it can succeed at luxury-style service when the privately-operated *Sierra '49er Express* and Princess Tours operations have gone under? Answer: For many of the reasons that Amtrak made the Auto-Train a long-term success where the Auto-Train Corp. couldn't. All expenses incurred in providing Keystone Classic Club service are incremental costs.

The locomotives are serviced, the operating crews are paid, the stations are staffed and the reservation computers are powered up — all regardless of whether a PV is coupled to the rear of the train, so the additional cost is but a fraction of the overall budget. And because the *Pennsylvanian* is the nation's most financially successful state-sponsored train (its revenues far exceed its costs in most months) nobody has even the slightest thought that this car will detract from its fiscal performance. The

THREE KODACHROMES DAN CUPPER

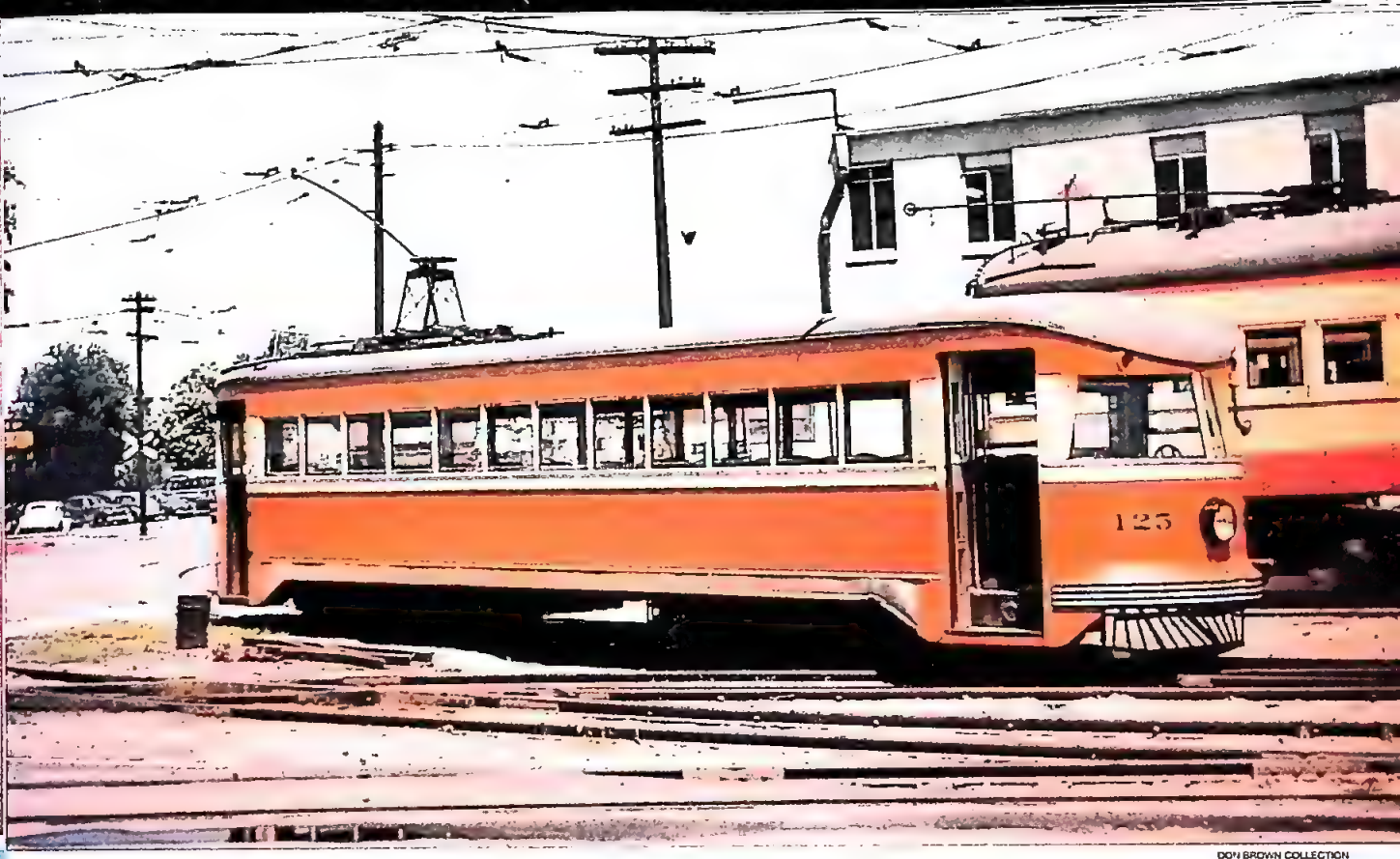
only negative effect is that discussions of adding "regular" Custom Class Service to the *Pennsylvanian* have been deferred.

"We basically have an infrastructure system in place — management, reservations, an established nationwide visibility and top-of-mind awareness as provider of rail service in the United States," said Goldberg. "We have a network of 30,000 travel agents, we have the network to promote the service, and we just feel that that gives us some marketing advantages, that unfortunately some of the other luxury services haven't had going for them."

He said Amtrak will decide "as we go along" whether to expand it to other routes, modify the service on the *Pennsylvanian*, add a deluxe service on an overnight long-distance train, or even simply to take some of the service concepts and integrate them into regular operations.

"Right now we're concentrating on this service, making this the best it can be — we're very encouraged with the results," he said. "While it's one very small experiment on one route four days a week, it has some long-range implications, in that it's giving us the experience in providing a level of service above anything that Amtrak has provided before. It's teaching us how to offer deluxe service, and in the long term that can only be beneficial for the way we conduct all of our services." ⊂

THE SERVICE aboard Amtrak's "Keystone Classic Club" is demonstrated by attendants Tom Rushforth (**top**, left) and Jimmy Fernandez (**top**, right) aboard westbound No.43 on August 22, 1991. The lounge seating (**left**) is spacious and airy. No.43 was crossing Sherman's Creek at Duncannon (**below**) on September 7.



DON BROWN COLLECTION

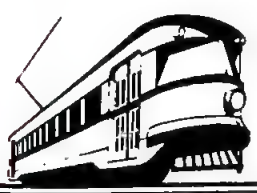
FORMER FJ&G "BULLET" 125 is dwarfed by one of the Bamberger Railroad's heavyweight interurbans.

Brill's "Other" Bullets

by John Smatlak

Five cars built for the Fonda, Johnstown & Gloversville ended up on the Bamberger Railroad in Utah

In September 1931, Philadelphia's J.G.Brill Company debuted its "Bullet" interurban car design at the American Electric Railway Association Convention in Atlantic City, New Jersey. Displayed on the boardwalk in front of the convention center, car 200 looked quite unlike any other piece of railroad equipment constructed to date. Painted in a temporary pea green "Brill demonstrator" paint scheme and adorned with AERA logos, it was the first car off the assembly line from the now-legendary ten car order for the Philadelphia & Western Railroad. Later that same month, on September 24, the Fonda, Johnstown & Gloversville Railroad formalized a $100,000 order for five Bullet cars of a modified design, to be delivered before January 1, 1932, to their 33-mile electric division in upstate New York. This is their story.



The FJ&G Bullets

The new lightweight aluminum streamliners were the most visible phase of a plan to rejuvenate the FJ&G's sagging passenger revenues. The same week the cars were ordered, an ambitious reduction in scheduled express running time (from an hour and a half down to one hour between terminals) was announced, to be introduced with the arrival of the streamliners. In April 1931 drastic fare reductions had been implemented, and the work force had agreed to a ten percent cut in wages. The line's track and electrical systems also received a major overhaul beginning in 1931 and culminating with the installation of three new GE-equipped automatic substa-

Johnstown & Gloversville was a 33-mile route connecting the four cities whose names were spelled out in silver lettering along the belt rails of the new streamliners: Gloversville, Johnstown, Amsterdam and Schenectady. The double track line was powered by 600-volt d.c. trolley wire, with a four-mile branch to Fonda that left the main line at Sulphur Springs. On the main line, 27.3 miles were on private right-of-way and 5.6 were on street trackage. The origin of the oldest part of the line was the Johnstown, Gloversville & Kingsboro Railroad, built in 1874 as a horse-car line between Johnstown and Gloversville and electrified by the Cayadutta Electric Railroad in 1893. To eliminate competition with the parallel Fonda, Johnstown & Gloversville steam railroad, the Cayadutta line was essentially merged with that railroad in 1893, with both steam and electric divisions continuing to operate. Electric service was extended to Amsterdam in 1902 and Schenectady in 1903.

The five Bullet cars made an impressive debut. They reduced express running times between Gloversville and Amsterdam from 93 minutes to 73 minutes, a significant improvement, although not quite as dramatic as the railroad's initial press releases which had advertised a running time of 60 minutes. Along with the new automated substation equipment, their one-man operation, high speed and reduced power consumption helped increase net revenue by dramatically cutting operations at Johnstown, Amsterdam and Glenville in July of 1932.

Almost one thousand onlookers showed up to view car 125 when it was put on display in the Gloversville yards on the January 1932 morning of its trial run to Schenectady. Resplendent in its highly varnished livery of dark orange carbody with yellow window band and black trim, the Bullet car provided quite a contrast to the somber heavyweight cars on the adjacent tracks. A little before noon motorman Wellington Van Auken took the car out for the first of many trial runs. The other four Bullet cars arrived over the next few weeks, and all five began regular service on March 1, 1932.

The Electric Division of the Fonda,

KODACHROME: JIM BOYD

SEPTA BULLET 203 was outbound at 72nd Street Shops on June 30, 1989. The ten P&W cars were 9'3" longer than the FJ&G cars and had a more radically tapered nose.

SCHOLES PHOTOS

FJ&G BULLET 127 was resting between runs at the Gloversville yard in 1936. Note the FJ&G car is single-ended and has no door on the left side like P&W 203.

ating expenses. A 1933 *Transit Journal* article extolled the virtues of the new cars in an article entitled "Net Revenue Up 78 Per Cent Through Modernization." The new streamliners and reduced fares increased ridership markedly, but even they could not reverse the effects of the national depression and the trend towards other modes of transportation.

The FJ&G Electric Division continued to lead a troubled life throughout the 1930s. It was officially bankrupt in April of 1933 and placed in receivership. By 1936 the line had applied to the Public Service Commission of New York to abandon the electric service. Throughout the remainder of its life the railroad continued to pursue the riding public with excursion rates and fare reductions. The five Bullet cars were painted with signs advertising "Ride For Two Cents A Mile," and later "Ride For One Cent A Mile." Ridership rebounded as a result of these and other plans to induce business but not by enough to stem the losses.

Meanwhile, the Bullet cars continued to roll up the miles, offering a comfortable, high speed ride to Fulton County residents. Surviving FJ&G shop records indicate very few modifications to the Brill design were necessary. Shortly after entering service, glass was installed in place of wood in the lower door panels as an aid to boarding and alighting, and in 1933 modifications were made to the field tap wiring. The Bullets were also involved in their share of grade crossing accidents, derailments and other mishaps, but none so serious as to be beyond the capability of the shop at Gloversville for repair.

The fatal blow to the FJ&G electric service came on April 5, 1938, when the Public Service Commission of New York declared the line's entrance into Schenectady, the bridge over the Mowhawk River, unsafe for trolley car operation. The railroad was unable to fund a rebuilding of the bridge, so service was terminated on the other side of the river at Scotia, with passengers being bussed into Schenectady. This event also spelled the end for the single-ended Bullets, as the railroad was unwilling to build a wye or loop to turn the cars at Scotia. The five Bullet cars were stored in the carbarn, and service continued using the older double-ended equipment for only another two months, until June 28 1938, after which busses were substituted.

Ownership of the seven-year-old Bullet cars reverted to the equipment trust which had financed the cars, the Electric Railway Equipment Securities Corporation, on August 10, 1938, when the FJ&G defaulted on the payments. The cars were offered for sale at a public auction on August 24, but the Securities Corporation, a Brill subsidiary, was the only bidder, formally repossessing all five with a bid of $5000 dollars. The cars were moved to the shops in Gloversville and were offered for sale by Brill. As mortgage holder, Brill hoped to recapture a portion of its investment. Prospective customers included Lehigh Valley Transit Company, which sent master mechanic William Klien to inspect the cars. It was the Bamberger Railroad, however, that ultimately purchased the five Bullet cars in February of 1939.

The fact that it took Brill six months to resell cars which only seven years before were state-of-the-art products, was symptomatic of the depressed state of the industry in the late 1930s. Two years later, in 1941, Brill would exit the electric car business altogether, concentrating solely on buses and trolley coaches for less than another decade before discontinuing production. It is interesting to note that another 54 similar high speed cars from different manufacturers were also on the used interurban market in 1939-1940 for the same reason: the original owner had gone out of business! These cars were 19 of the 20 Cincinnati & Lake Erie high speeds, offered for sale beginning in 1938, and followed in 1940 by the 35 Indiana Railroad high speeds. All of the C&LE cars were sold, but only two of the 35 IRR cars found buyers.

The Brill lightweights

Brill had anticipated doing a volume business with the lightweight Bullet-type electric car, but the demand never developed. Ten lightweight, aluminum-

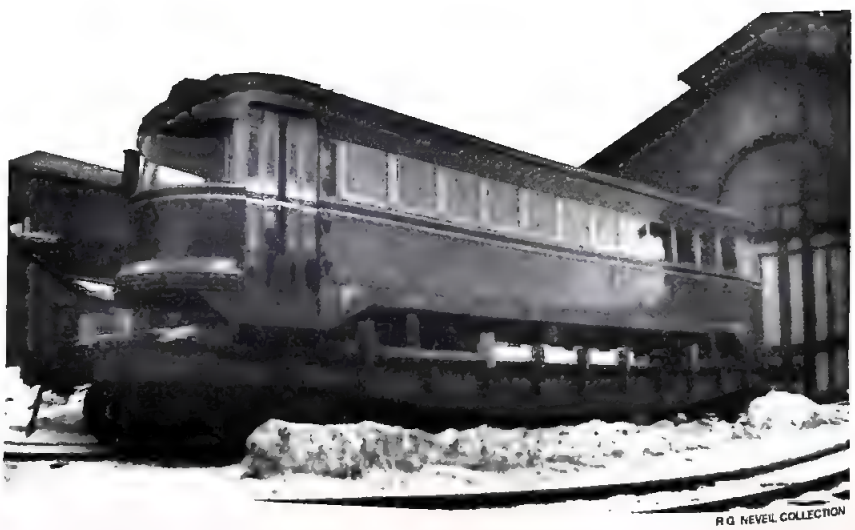
JOHN BOWMAN, JR.

bodied cars were constructed over two orders in 1931 and 1932 as the "80 class" for the Philadelphia & West Chester Traction Company which utilized many of the Bullet's features, including the 89 E series trucks. These high performance cars had many similarities to the FJ&G design, encompassing the same overall proportions and weight as well as including many similar mechanical components, such as GE 301B motors, but lacking the radical Bullet streamlining.

A variety of streamlined carbodies, several of which resembled the Bullet design, were applied to gas electric motor cars built by Brill and affiliate American Car Foundry, most notably 25 "Special Model 60" railcars. Between 1934 and 1937, ACF built four for Norfolk Southern and 21 for the Uruguayan State Railways in South America. However, no other electric Bullet cars were built for the American market. Two Brill sales proposals for Bullet-type electric cars were drawn up in the early '30s, but neither was constructed. One of the proposals, for the Wilkes-Barre & Hazleton in November of 1931, was very similar to the FJ&G cars. The double-ended, street-loading car would have used a streamlined end identical to the front on the FJ&G design, but its body would have been shorter by the 2'9" width of one window, with doors on both sides and equipped with third rail apparatus as well as trolley poles.

In September of 1934 plans were drawn up for a proposed "90 class" car for the Philadelphia & West Chester Traction Company. These cars were to have been a sleek 50'1" double- ended car, with a blunted version of the four-window P&W Bullet car end, designed to operate on the Red Arrow suburban lines out of 69th Street Terminal along with the 80-class cars. Both proposals used versions of the Brill 89 E truck.

AN NRHS/ERA FANTRIP had FJ&G 129 posed (**above**) at the Tower Nine station on September 6, 1936. In February 1939, car 127 was loaded aboard a flatcar at the Gloversville shop (**below**) for the trip to the Bamberger Railroad at Salt Lake City.



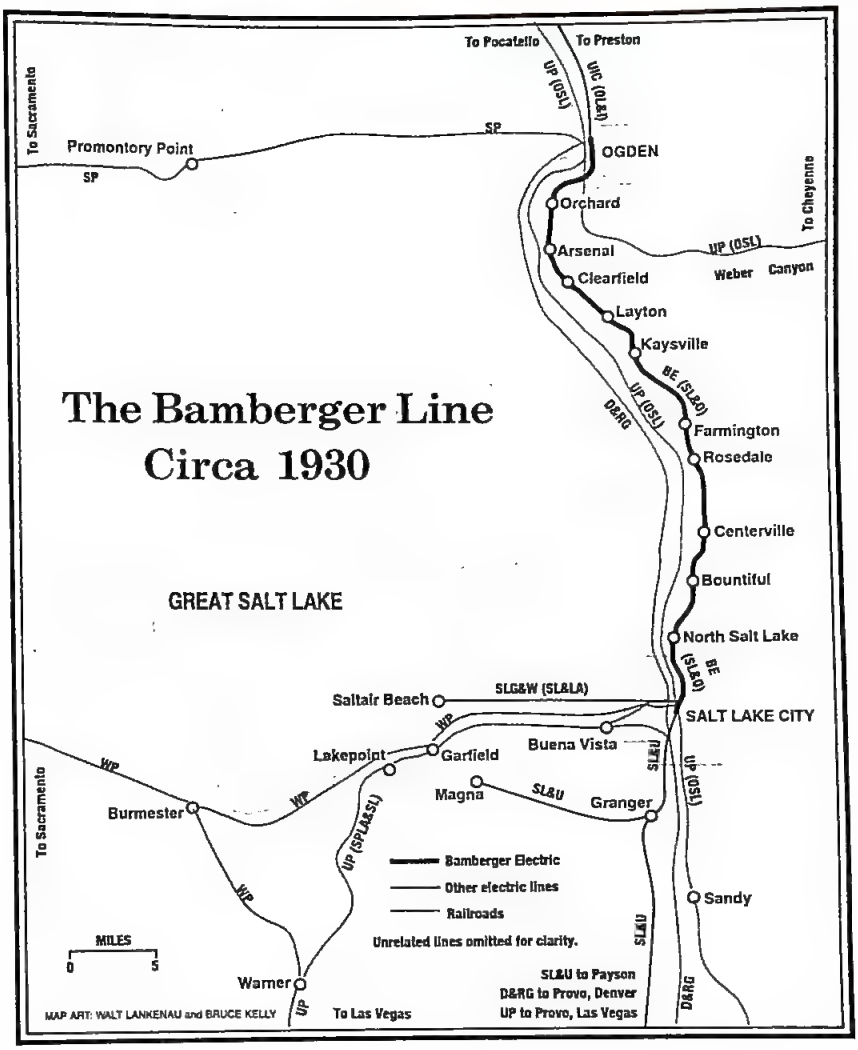
R.G. NEVEL COLLECTION

Brill's "Other" Bullets

Bullets on the Bamberger

In late February of 1939, the five FJ&G Bullets were loaded aboard flatcars outside the Gloversville shops and shipped to Salt Lake City, Utah, to begin the second phase of their existence. Upon arrival at North Salt Lake shops, the cars were put back into top shape by Bamberger personnel and had some electrical modifications performed to allow them to operate from the Bamberger's 750-volt d.c. (nominally 700-volt) overhead, including disconnecting the field tap feature on the motors. The cars were placed in service in April 1939 without many visible modifications, although the front destination sign box and the window guards were removed, and the trolley pole was raised on a small wooden platform. They retained their original numbers and paint schemes with only the FJ&G lettering painted over. They were dubbed "little cars" by the locals, in reference to their size when compared with the large Jewett and Niles heavyweight cars they shared the line with.

The Bamberger Railroad was a 36-mile line between Utah's two principal cities, Ogden and Salt Lake City. Paralleled the entire length of its route by both the Union Pacific and the Denver & Rio Grande Western railroads, its origin was the Salt Lake & Ogden Railroad, which was electrified in 1910. In contrast to the FJ&G line, it had milder curves, gentler grades, long sections of tangent track and also long sections of single track. The character of the line was reflected in the 60-minute "flyer" schedules for the 36 miles (compared with 73 minutes for a 33-mile express run on the FJ&G).

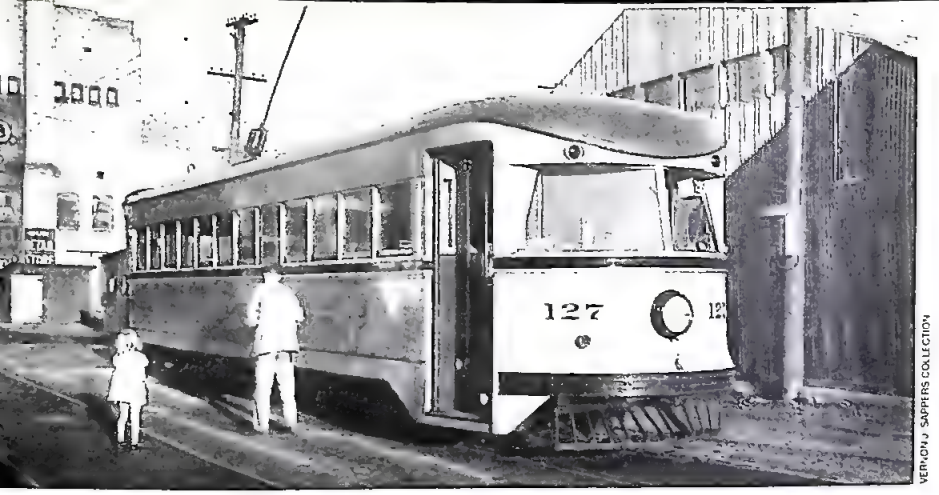


After a short time in service, all five cars had their trolley poles elevated further on a new two-and-a-half-foot platform mounted on the roof which raised the base to about the height it sat on the heavyweight equipment. The crews called it a "trolley stool," and it allowed the pole to more reliably track the Bamberger's higher than normal overhead wire. A curiosity of this arrangement was the absence of the usual trolley hook on the roof to secure the pole when unused. When not in use, the pole was simply lowered from the wire and the rope tied off around the retriever. Inside, the rear-facing bucket seat was removed from the back platform and replaced by a semi-circular five-passenger seat along the platform walls. A few months later the original air horns were moved out from underneath the cars, and new ones were installed outside adjacent to the motorman's window, supposedly to make more noise outside and less noise inside the cars. At about the same time, a small reflector was added to the front and rear dashers, and a small spotlight, wired into the battery lighting circuit, was added to the front for additional visual protection in the event of the trolley pole dewiring. This spotlight was removed in later years.

As on the FJ&G, the Bullets were operated as one-man cars, (all Bamberger cars were run as one-man beginning in the 1920s) and the "little cars" were well liked by Bamberger patrons and crews alike. In order to battle the fierce Utah winters, each season all of the Bamberger's cars were weatherproofed with storm sash and equipped with small pilot-mounted snowplows. Their low seating capacity and inability to m.u. were the Bullets' only limiting factors for the Bamberger's operation. To increase their utility, the Bamberger talked of trying to make the cars m.u. capable and even of lengthening the cars' design by splicing two together, but neither plan materialized.

The Bullets took full advantage of the line's long sections of tangent track and mild grades, and even without the use of their field taps, they were well known for their high performance capabilities. Bamberger motorman Gordon Cardall recalled a 1949 fantrip during which he piloted car 128. Equipped with a new set of wheels, the 128 made the northbound run in 38 minutes for the 36 miles terminal to terminal. This time includes the street running in Salt Lake City and Ogden, two stops to meet opposing trains, and a dewirement in route which required a stop to replace the pole and inspect the overhead for damage.

The little cars' dissimilarity with the rest of the railroad's passenger equipment did lead to some operating peculiarities. In the Bullet car era, 18 of the



VERNON J. SAPPERS COLLECTION

ON APRIL 24, 1939, Bamberger Bullet 127 has been turned on the wye and backed into the Ogden station, where the motorman is about to swing the pole around.

line's 19 passenger cars were single-ended, with car 322 the only double-ended unit. Upon reaching a terminal at the end of each run, cars were turned on wye arrangements in the local street trackage. For runs between the North Salt Lake shops and the terminal in Salt Lake, cars were run the six miles north to the shops in the correct direction, but since there were no turning facilities there, they would have to continue north after their stay or be run backwards to Salt Lake terminal. With the older heavyweight m.u. equipment this presented no problem, cars were simply added to the end of a southbound passenger run passing through. The Bullets, however, were required to run backwards, in daylight only, of course, as a no-passengers "extra" if it was desired to route the car back to Salt Lake. The hostler controls on the rear platform consisted only of a control switch, a simplified brake valve and whistle valve. After turning the trolley pole around and defeating the "dead man" feature of the controller on the front platform by holding down the controller handle using the hook provided for this purpose, the control switch on the rear platform allowed the application of the first "point" (or notch on the controller) of power. Although company policy dictated otherwise, the cars were routinely maneuvered out of the shops area using this method, and once on the private right-of-way, the motorman would return to the front platform and wrap the controller up to full parallel and hook it down. He would then return to the rear platform to keep an eye on the track ahead. If needed, an emergency brake application could be made from the hostler's brake valve. Before leaving the private right-of-way at Ninth Street North, he would walk back to the front platform and stop the car, then return to the rear platform and guide the car over the twelve blocks of street trackage and into the terminal using the hostler controls. The backwards running Bullets must have made a curious sight from trackside, especially if the car sped by with no operator on the forward-facing platform! This curious practice came to an end in about 1950 when a loop was constructed for turning equipment at North Salt Lake shops.

The Bullets had a good safety record save for one collision in late 1943 on a single track section of the line in Clearfield. Bullet 129 was assigned as the first train out of Ogden on a cold winter morning and was headed south for Salt Lake City. The line was double track for the 9½ miles between Ogden and Clearfield, with a steady six mile uphill climb, a final peak and then six miles of downhill beginning about a mile before the Clearfield station. The ill-fated southbound car was due to meet a northbound run at Clearfield, but racing down the 1.1% grade on frosty rails, the 129 slid through the station and past the end of the double track located a block beyond. Northbound Jewett heavyweight 301 working up the grade on the single track saw the 129 approaching and was almost stopped when the collision occurred. The 129 sustained heavy damage, the entire front platform collapsing from the force of the collision with the higher heavyweight car. It was out of service into 1946. After rebuilding, the 129 was distinctive because of its sagging front platform.

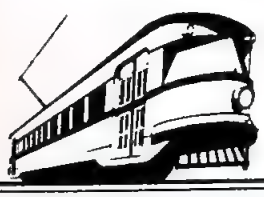
In 1941, as wartime passenger traffic began to pick up, all of the Bamberger's cars had their lavatories removed in order to fit in more seats. Inside the Bullet cars, an additional bucket seat pair was installed in place of the lavatory. This seating arrangement was maintained until the end of service. During the course of the war, the Bullets were taken out of service during periods of peak travel. Even though their seating capacity had been upgraded to 53, they were still too small to efficiently handle the crowds, and the majority of service was maintained using the older heavyweight multiple unit equipment which had seats for between 56 and 84 passengers per car.

After the cessation of hostilities in 1945, the four serviceable Bullets were returned to daily service, and wreck damaged 129 was eventually rebuilt. Their postwar paint scheme featured cream instead of yellow in the window band portion, and later the roof and anticlimbers were painted silver with the exhaust fan vent on the rear hood removed.

By 1952, the Bamberger wanted out of the rail passenger business. The turning point was March 11, 1952, when fire destroyed the majority of the company's rail maintenance shop at North Salt Lake. Nineteen days later, on March 30, a new schedule went into effect leaving only three daily round trips by rail (increased to four daily round trips April 27) and increased bus service. These trips were generally handled using the heavyweight cars, and the Bullets mostly sat at the terminals. Public outcry over the curtailment of service was ignored. Management insisted that the facilities lost in the fire made continuing maintenance on the passenger fleet impossible, although the public pointed out that the shop used to maintain the line's electric locomotives was still in operation. In June 1952, fire again struck the Bamberger, this time the Ogden substation was destroyed. The last electric passenger operation occurred September 6. The railroad continued as a diesel freight line until 1958.

The "pickle cars"

The Bamberger Bullet cars were offered for sale following the abandonment and reportedly inspected by the Sand Springs Railway of Tulsa, Oklahoma, but no railroad buyer emerged.



Instead, all five cars were sold to the Utah Pickle company in 1953 for use as living quarters for field laborers. The trucks and electrical equipment are assumed to have been scrapped. The carbodies were originally scattered around in different fields in the Layton, Utah, area still painted in their Bamberger colors. Later all five were brought together in a central location near Layton. All five were painted green, and four were arranged into a bunkhouse complex comprised of two rows with two cars each placed end to end. A common roof covered half of the complex, and car 125 was set up adjacent to the compound.

The pickle factory personnel covered the windows with wire screening and installed stoves for heat but performed no other structural modifications. The cars were kept in good condition, but by the mid-1960s this novel bunkhouse facility had fallen into disuse. As early as 1966, Orange Empire Railway Museum members began looking into their rescue. Several inspection visits selected 127 as the best of the lot, and in 1971 an agreement was secured for its donation to the museum in Perris, California. The museum was also given permission to remove parts from the other four cars in order to complete the 127 to the extent possible. The 127 arrived at the museum by flatbed trailer on Friday evening, July 16, 1971. For the first time since they had been built 40 years before, the five cars of the series were no longer together.

DON BROWN COLLECTION

BAMBERGER CAR 125 made a pretty sight in regular service. All five of the Bamberger/FJ&G cars survived for many years as housing units for field workers on a pickle farm near Layton, where the 125 was photographed (**below**) surprisingly intact in the 1950s. In the 1960s the cars were inspected, and the 127 was selected for preservation.

Trolley Square

In late 1972 the other four Bullet bodies were purchased by Salt Lake City real estate developer Wally Wright for use in the Trolley Square shopping mall. Opened in June 1972 in the former Utah Light & Railway Company carbarns in Salt Lake City, the shopping center featured several former Utah traction cars adapted to house a variety of businesses. Bullet 125 was used as a hotdog stand. It was shortened by having its middle cut out and the two ends joined back together over an arch-bar truck, sort of a "Bullet Birney." It was painted white and lettered "Corn Dog Trolley."

In the late 1970s, car 128 was modified and brought to Trolley Square for use as a sporting goods outlet. Standee windows were cut into one side, extra doors were added, and the car was given a bizarre six-window front. This car was later moved outside and set up as part of a gas station complex. In this incarnation it was painted brown and lettered "Trolley Station."

Trolley Square was purchased from its original owners in 1986 and substantially remodeled. Unfortunately, most of the trolleys incorporated into the mall by its original developers were removed, including Bullet cars 125 and 128. The 125 was cut up on site. Thankfully, the 128 was removed intact. Car 128 is still in Salt Lake City, on the lot of the demolition contractor who removed it; the contractor is hoping to sell it for restaurant use. Owing to all the modifications, it no longer looks much like a Bullet car when viewed from the front.

Cars 126 and 129 sat in storage in Salt Lake City awaiting further use. All of the remaining stainless steel window sash had been removed by owner Wally Wright to supply the cars in Trolley Square. In early 1978, Utah traction enthusiast Heinz Bruhl purchased car 126 with the hopes of eventually restoring it. He removed the car from its storage location in June 1978 and transported it via flatbed trailer to the driveway of his home in Ogden. On the way, he had the car repainted into its Bamberger colors at an auto body shop. This car was acquired in 1988 by the Ogden Union Station Museum. Not currently on display, it sits uncovered onboard a railroad flatcar which is parked on a rented siding inside the Ogden Defense Depot, where the group stores several pieces of equipment. Its roof and floor are disappearing from the weather, but hopefully its caretakers will take steps to protect the body from further damage.

COLOR PRINT, GORDON CARDALL

COLOR PRINT: FRANK MILLER

AT THE UTAH PICKLE COMPANY in August 1971, the Orange Empire Railway Museum removal crew posed with the 127. By the headlight is former Bamberger motorman Gordon Cardall. In late summer of 1991, the 127 was undergoing an extensive restoration at Perris, California (**below**). Trucks and interior seats were obtained from SEPTA.

Car 129, which still had its front end dented from a tangle with a truck at a grade crossing during the final months of passenger operations, languished in storage into the 1980s. It sat neglected without any windows, on a lot in Salt Lake City along with two other local trolley cars and is assumed to have been scrapped sometime in the late 1980s.

Car 127 at Perris

Car 127 was put into storage upon arrival at the Orange Empire Railway Museum while members began to locate the parts needed to complete it. The car arrived with a complete set of windows and interior fittings including baggage racks and lighting fixtures salvaged from the other four cars. The operator's position survived the 19 years of bunkhouse use almost entirely intact! The original operators chair, controller, brake valve and almost all of the dash-mounted electrical equipment remained. The rear platform hostler controls and the circular seat also survived $MD but, unfortunately, the original passenger compartment bucket seats had been removed long ago. Underneath the car, almost all of the electrical and airbrake equipment was gone, although the bolsters and mounting hardware had endured. In anticipation of eventual restoration, former Bamberger mechanical superintendent V.J. Crossley was contacted shortly after the car was acquired, and he contributed copies of the original Brill airbrake and wiring prints.

The final stop for car 127 on its long journey from the J.G. Brill plant in Philadelphia is the Orange Empire Railway Museum. Located 70 miles southeast of Los Angeles in Perris California, the museum was incorporated in 1956 by a small group of railway enthusiasts. Today it is the largest operating railroad museum in the western United States. It has over 1000 members and is home to some 180 pieces of railroad equipment. The 60-acre site features two miles of operating railway. The half-mile, dual gauge loop and a 1½-mile main line operate on weekends and special events year round. The year's biggest events are the rail festivals held every April and October.

The 127 has a well-preserved and structurally sound carbody with a nearly complete interior. The museum purchased original P&W Bullet car seating from SEPTA in 1990 for use inside the 127, and in September 1991 it successfully acquired a pair of Brill 89 E2 trucks from the same Philadelphia source. As funding becomes available, these trucks will be rebuilt to serve as the 127's running gear. The timetable for 127's restoration depends upon the continued success of the fund raising and parts acquisition drives now underway. Anyone wishing to help in the restoration of car 127 can make a tax-deductible donation to the museum's "Bullet Car 127 Fund." (The museum's address is P.O. Box 548, Perris, CA 92572-0548; 714/657-2605.)

Next Month

In the February '92 R&R we will continue our look at the "other" Bullet cars by comparing the FJ&G/Bamberger units with their more famous P&W brethren, taking note of some interesting differences.

KODACHROME: JOHN SMATLAK

PHOTOGRAPHY BY R.C. THOMASON, EXCEPT AS NOTED

RailTex in Georgia

Georgia SouthWestern Georgia & Alabama Georgia Great Southern

by R.C. Thomason

Georgia has long been the home of short lines. Lucius Beebe made us aware of the 4-6-0s and Jim Crow combines that plied the piney woods and rolling hills even as diesels could be heard on the nearby main lines of the Central of Georgia and Seaboard Air Line. In the years following the Second World War, the short lines continued to serve the local industries and agriculture and provide passenger and mail service before the spread of Interstate highways and the instant communications we know today. As technology grew, Georgia, like the rest of rural America, shrank. The little railroads with the magic names either vanished into the red clay or were absorbed into ever-growing "systems." By the 1980s, even the "big" railroads were becoming part of the giants we know today as Norfolk Southern and CSX.

In the 1980s both NS and CSX began reevaluating the economic viability of providing individual carload service to smaller outlying areas. In many cases, marginal lines were posted for abandonment, and a lot of potential customers were left wondering how they would get their goods to the marketplace. With hopes of turning a profit from personalized service, low overhead and smaller crews, short line railroad operators began stepping in where the corporate giants were uncomfortable. And in Georgia, this has resulted in the reemergence of the short line.

One of the most successful of these

GEORGIA GREAT SOUTHERN adapted the Cape Cod & Hyannis colors to ex-AT&SF GP7 2130, shown (**above**) in Dawson, Ga., on August 9, 1991. The next day, two Georgia SouthWestern GP7s (**right**) were in the yard at Mahrt, Alabama.

operating companies thus far carries the rather non-Georgia name of "RailTex." Headquartered in San Antonio, Texas, this company got its start in 1977 in the freight car leasing business and became a short line operator with the San Diego & Imperial Valley in 1984. Today RailTex rosters 16 short line operations from California to Carolina. While RailTex provides guidance and support from San Antonio, it organizes each of its railroads as a separate entity with its own identity and local management. Each general manager is responsible for the operation of his railroad, and the employees are well motivated through a profit-sharing program. It is a process that breeds success.

The Georgia SouthWestern

It was on June 5, 1989, with the beginning of operations on the Georgia SouthWestern, that RailTex drew the attention of shippers in Georgia. The Georgia SouthWestern (reporting marks GSWR) began operations with about 288 miles of former Seaboard Air Line railroad purchased from CSX. Of this, about 135 miles was the SAL Montgomery, Alabama, to Savannah, Georgia, main line, which the GSWR operates from Mahrt, Alabama, on the west bank of the Chattahoochee River, eastward to a point just beyond Rhine, Georgia. The rest of the railroad is a north-south segment that is comprised of the north end of the SAL Columbus to Albany, Ga., line from Columbus to Richland, and the SAL line to Tallahassee from Richland as far south as Bainbridge, Georgia. This results in an

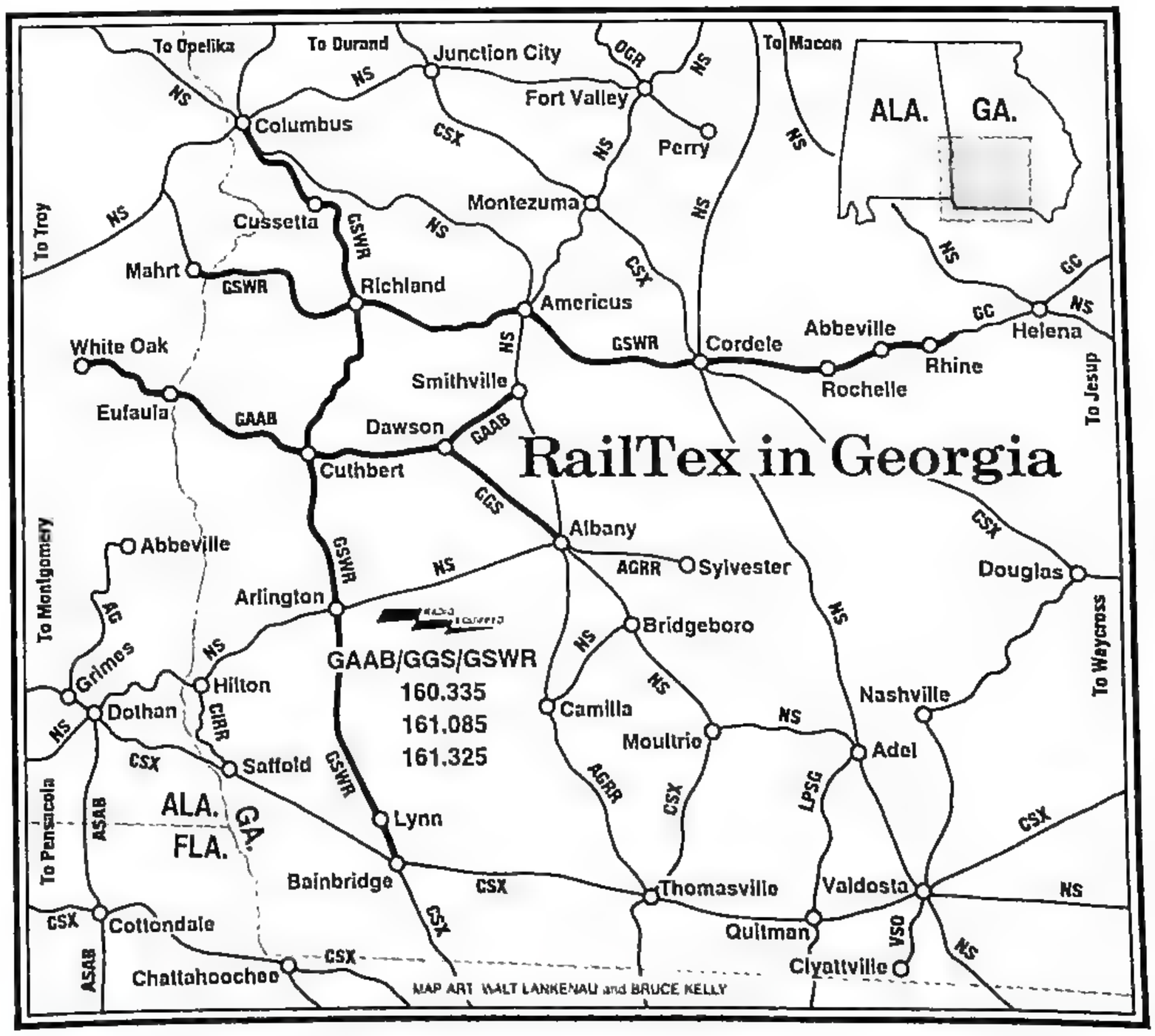
THE ONLY UNIT in the GSWR red and white livery is ex-B&O GP9 6541 (**left**) at the old depot in Richland, Ga., on August 9, 1991. Some GSWR engine sets can be quite colorful, such as the job into Columbus in July 1991 (**below**) with Carolina Piedmont 20, Georgia & Alabama 21 and GSWR 2027.

DOWN THE CITY STREETS of Columbus, Georgia, rolls a GSWR job with two patched-over Santa Fe rebuilt GP7s in May 1991. All eight of the Santa Fe Geeps acquired by RailTex for its three Georgia lines have now been fully repainted and lettered.

"X"-shaped railroad with the crossing point at Richland.

Under the supervision of general manager Jim Davis, the railroad is headquartered at Americus, Ga., 29 miles east of Richland. The Georgia SouthWestern was organized as a "Division" of RailTex's South Carolina Central as a corporate "flag of convenience." In reality, however, although it is still identified as a Division of the SCC, the GSWR is a fully independent entity within the RailTex family.

The RailTex operating philosophy is based upon diversification of traffic, and the GSWR is an excellent example, since it serves as a bridge route for two very different commodities to two different connections. The north-south line feeds rock to a Vulcan Materials plant in Bainbridge from the Norfolk Southern at Columbus, while the east-west line connects the big Mead Paper plant at Mahrt, Alabama, and the Container Corporation mill at Cuthbert, Ga., with CSX at Cordele, Georgia. In addition to local businesses, it also serves an Amoco Plastics plant in Bainbridge and several peanut and timber producers on its lines. Pulpwood loading spurs are numerous and provide a lot of business for the railroad. In



GSWR GEEPS 21 and 6541 were readying boxcars for a warehouse in Columbus' Historic District as they worked along Central of Georgia 2-8-0 223 on display.

Columbus the GSWR serves E.J. Knight scrap metals, the Toms Peanut plant and a petroleum storage area operated by the Georgia State Docks, in addition to interchanging with Norfolk Southern.

The Georgia & Alabama

At the same time the GSWR was getting started in June 1989, the Georgia & Alabama (GAAB) began operations on 74 miles of former Central of Georgia trackage leased from Norfolk Southern (and also set up as a Division of the SCC). This is a portion of the old CofG main line from Macon, Georgia, to Montgomery, Alabama, which the GAAB operates from Smithville, Ga., to White Oak, Alabama, 13 miles west of the Chattahoochee River. It crosses and connects with the GSWR at Cuthbert, 27 miles south of Richland on the Bainbridge line. General manager James McLaren runs the GAAB from its headquarters in Dawson, Georgia.

Cargill Peanut has a large operation around Dawson served by the GAAB, and Louisiana Pacific has numerous pulpwood loading facilities between Dawson and Eufaula. In addition, Williams Brothers Concrete & Sand has a facility east of Eufaula.

The Georgia Great Southern

When it began operations, the Georgia & Alabama's only direct "outside" connection was with Norfolk Southern at Smithville. Access to CSX was a rather roundabout route via the Georgia SouthWestern at Cuthbert to link up with the old ACL at Cordele. To provide a direct southward link with CSX, 25 miles of the old Seaboard from Dawson southeast to Albany was acquired from CSX (this is the south end of the same Columbia-Albany line that makes up the north end of the GSWR) on December 14, 1990, to create the Georgia Great Southern, a separate RailTex entity headquartered in Dawson and handled by GAAB general manager James McLaren. There is relatively little local business on the Georgia Great Southern, and its primary function is as the southward CSX link for the GAAB's agricultural traffic.

Ironically, only two months after the GGS reached Albany, CSX pulled out (on February 15, 1991), and the old ACL line 57 miles south to Thomasville

What Is RailTex?

RailTex, Inc., of San Antonio, Texas, is a short line railroad operating company that has grown and flourished in this era of Class 1 line spinoffs. From the acquisition of its first short line in 1984, RailTex has grown to a nationwide operation with 16 railroads totaling over 1400 miles of track. Each line is different from the other in size, amount of carloadings and commodities handled. This diversity, a deliberate part of RailTex's short line acquisition strategy, acts as a buffer against the possibilities of a natural disaster, economic downturn or decrease in demand of a specific commodity harming the company overall. Each line operates as a separate corporate entity and is thus better able to deal with the needs of its particular shippers — something that seems to be rare on the Class 1s.

RailTex had its beginnings in 1977 as a railcar leasing company. Bruce Flohr, founder and president of RailTex, came from the Southern Pacific after twelve years with the railroad (the last four years as division superintendent of SP's San Antonio Division) and then two years with the Federal Railroad Administration. RailTex was the first to lease rock hopper cars for one-year periods and enjoyed success in this field. The company first got into the short line operating business in 1984, when it was selected as the contract freight hauler of the San Diego & Arizona Eastern. The previous operator, Kyle Railways, was two years into a ten-year contract and had asked for its termination due to heavy losses. Although a consulting report predicted a deficit for the first several years for any new operator, RailTex's operation, called the San Diego & Imperial Valley, was turning a profit in its *first month* of service and has continued to do so since! Carloadings in 1989 totaled 5993, a 253% increase over Kyle's traffic. Also, the SD&IV has issued the highest profit sharing checks to its employees of any RailTex line on a consistent basis.

Closer to home, RailTex began operations of its second railroad, the Austin Railroad Company (doing business as the Austin & Northwestern) on 162 miles of former Southern Pacific track leased from Austin's Capitol Metro Transit Authority. Once again, with increased service, carloadings increased over previous Class 1 operations.

Every year up to now, RailTex has started up at least one new short line on track either leased or purchased from Class 1s. During 1987, three new lines started operations, all within a 49-day period — something not done before by any other operating company and a feat that stands as a modern-day record. Presently in the evaluation stage is RailTex's first venture outside the U.S., a former Canadian National line in Ontario.

How do they do it, you ask? Looking over the list of lines Class 1s offer for sale or lease, RailTex searches for small lines with revenues between one and ten million dollars annually. Also, the diversity of commodities handled, the region of the country in which the line operates, and the connecting Class 1s are taken into consideration. All RailTex employees are non-union, with operating staffs averaging less than 20 employees per railroad.

For each new line segment, RailTex selects a general manager who consults an extensive file of persons who are, were or would like to work on the railroad (quite a few employees come from Class 1 lines), and begins selecting employees. Classified ads are placed in local newspapers, and local employment agencies are notified. Also, employees on the Class 1 lines affected by the sale are given the opportunity to come to work for the new RailTex line.

While this is taking place, a select group of RailTex specialists arrive on the line. Dubbed a "GO" Team, the members come from such areas as transportation, clerical supervision, maintenance of way, marketing, safety, signaling and

is now operated by the new Atlantic & Gulf short line, which handles the GAAB/GGS traffic to CSX at Thomasville. The Atlantic & Gulf is a subsidiary of Peter Clausen's Gulf & Ohio Railways and operates the old ACL line east out of Albany 20 miles to Camilla, as well. The A&G motive power is a handful of ex-ICG Paducah Geeps painted bright red and ex-Georgia Railroad 1026 in black (R&R July '91, page 74).

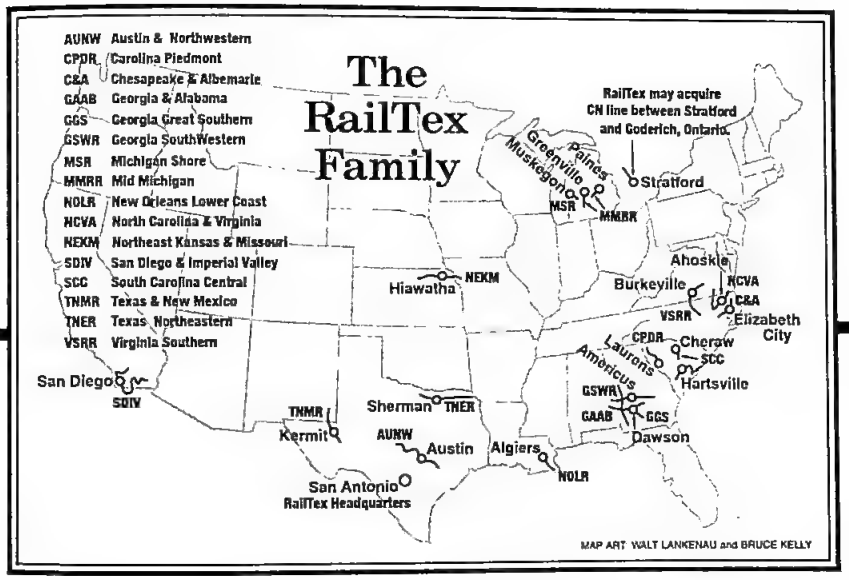
GSWR Operations

The three RailTex Georgia lines operate with a fleet of about a dozen GP7s and GP9s in a variety of liveries. The Georgia SouthWestern presently rosters eight units, one of which is out of service with wreck damage (May '90 R&R). The only true engine facility on the three lines is located on the GSWR at Americus, and units are rotated into there for servicing as required.

Operations on the GSWR consist of road jobs out of Americus and units stationed at Bainbridge and the paper mill at Mahrt. The Mead plant at Mahrt has a large yard which is served by both NS and the GSWR. Each railroad provides a crew to work a twelve hour shift six days a week. For six months, January through June, the NS crew works the 6:00 a.m. to 6:00 p.m. daytime job, while the GSWR crew works at night. In July the jobs rotate and the GSWR gets the day job and NS the nights. It requires permission from both Mead and the railroad to enter the mill itself, but the entrance road bridges the yard where the best photography is available without trespassing.

Two GSWR units are kept at Mahrt to switch the mill, and a daytime job out of Americus makes a run five days a week out to the mill. The road job usually goes to work at Americus around 8:00 in the morning with two units and runs west to Richland, where the units are split up. One unit continues west to Mahrt, while the other heads north to Columbus. Both jobs are scheduled to return in the afternoon and join up at Richland for the trip home to Americus. But if one side is delayed, its unit may be left at Richland and its crew driven home in a truck after the other job has completed the run to Americus.

A daytime switch job works the area around Americus every day but Sunday, and another day job makes the run east to the CSX interchange at Cordele on weekdays. Pulpwood spurs are a big business on the line between Americus and Cordele. Although the GSWR owns the line east to Rhine and a connection



by Bob Thompson

marketing. The GO Team is in place in advance of start-up, while the line is still being operated by the seller/lessor. All customers are visited by the marketing and transportation specialists to find out their shipping needs, desired switching times, etc. The maintenance people hi-rail the line, taking an inventory of all material, checking track conditions and changing out padlocks on buildings and switchstands. The clerical and accounting folks insure that all the offices on the new line are cleaned, well stocked, fully equipped and ready to go on Day One.

The GO Team's transportation specialists, engineer trainers and rules and safety officers operate trains for the first two weeks of service, while orienting the new employees to RailTex's way of operations. Rules and safety are stressed, but such items as compensation, fringe benefits and holidays are also covered. At the end of two weeks, the new employees are making student trips under supervision of GO Team members. Before any new employee is turned loose, he or she must pass examinations on both the General Code of Operating Rules and RailTex's safety rules. The GO Team does not leave the new short line until both the line's general manager and RailTex management are satisfied that the line is fully staffed with trained personnel.

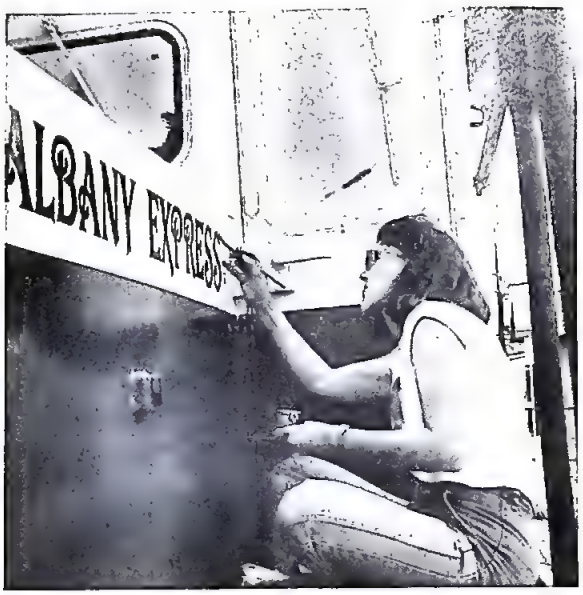
Safety is highly stressed on RailTex's lines. Eammon Grant, RailTex vice president-operations, is also director of rules, safety & training and visits each property twice a year. A road foreman of engines accompanies Mr. Grant and recertifies all transportation specialists for locomotive operation. Employees are watched, both with and without their knowledge, for compliance with rules.

All general managers and operating supervisors attend hazardous materials training courses at AAR's facility in Pueblo, Colorado. On occasion, simulated accidents and hazmat spills are conducted on each line in conjunction with local law enforcement and fire departments. Each locomotive contains a package called an "AX Box," which contains chalk, measuring tape, 35mm and Polaroid cameras, flares, pads and pencils, flashlights, tape recorders and accident forms. These boxes have helped out immensely in investigating grade crossing accidents and impaired clearances on industry tracks.

RailTex's growth and success in managing its short lines has won it several awards, among then the Golden Spike Award in 1988 and 1989, the Railroad Productivity Award in 1988, and *Venture* Magazine's Entrepreneur of the Year in 1988. On the bottom line, revenues have grown from one million dollars in 1985 to $16.5 million in 1989 on assets of $29 million. Employees of RailTex enjoy profit sharing and are encouraged to become involved in local social organizations. Each general manager is given the freedom to negotiate with present and potential on-line shippers to meet their particular needs.

Flexibility, adaptability, service, safety and customer satisfaction — those are the products sold by RailTex through its short lines. And, judging by the response, the products are best-sellers.

CASEY THOMASON



ARTIST CHRISTY McGOUGH is responsible for the distinctive lettering on the Georgia units; on April 5, 1991, she was completing the lettering on GGS's 2130. On August 9, the 2130 was working the Dawson yard (**above left**) with GAAB 2078 and 2077 after that pair had brought their train into town (**bottom right**). The next day, GSWR Geeps 2027 and 2127 were working the Mead paper mill yard (**right**) at Mahrt, Alabama.

with the Georgia Central short line (from Rhine to Vidalia), the line is not in use beyond a pulpwood facility at Rochelle (16 miles west of Rhine), and an interchange with Georgia Central has not yet been established.

Two GSWR units are kept on the south end of the railroad at Bainbridge, where they do local switching on weekdays and run north to Richland as needed, usually at night, three to five days a week depending on NS deliveries of stone to Columbus. Units are swapped out at Richland for servicing, and the traffic patterns on the Bainbridge end of the line tend to be a bit unpredictable. An interesting aspect of the GSWR operations at Bainbridge is the railroad's trackage rights agreement with CSX that permits a connection west on the old ACL Valdosta-Montgomery main line to Saffold for a direct interchange with the Chattahoochee Industrial Railroad. As of late October 1991, however, the CIRR interchange is being handled by CSX.

The GAAB and GGS

Operations are a bit less complex on the Georgia & Alabama and Georgia Great Southern. All work is based out of Dawson, with a GAAB job going to work at 8:00 a.m. on weekdays. After doing the local switching around Dawson, on Monday, Wednesday and Friday the crew heads west to Eufaula, and on Tuesday and Thursday they work east to the NS interchange at Smithville. The Georgia Great Southern works only on Tuesdays and Thursdays, making a daytime round trip from Dawson down to Albany and back. Three Geeps, two GAAB and the lone GGS, normally cover the jobs and are swapped back and forth as needed.

RailTex Georgia Lines Roster

	Georgia SouthWestern			Georgia & Alabama		Georgia Great Southern
Number	**Model**	**Originally**	**Current Livery**	**Current Lettering**	**Name**	**Active**
20	GP9	NH 1210	Cream, red & green	Carolina Piedmont	Pride of Mauldin	Yes, GSWR
21	GP9	NH 1201	Cream, red & green	GSWR		Yes, GSWR
22	GP9	NP 239	Cream, red & green	GSWR		Wrecked, stored
25	GP5	GN 903	Cream, red & green	Carolina Piedmont	Spirit of Laurens	No, now on CPDR
6515	GP9	B&O 6515	Chessie	Mid Michigan		No
6541	GP9	B&O 6541	Red & white	GSWR	Spirit of Americus	Yes, GSWR
2027	GP7	AT&SF 2728	Blue & white	GSWR		Yes, GSWR
2127	GP7	AT&SF 2733	Blue & white	GSWR		Yes, GSWR
2160	GP7	AT&SF 2729	Blue & white	GSWR		Yes, GSWR
2176	GP7	AT&SF 2730	Blue & white	GSWR		Yes, GSWR
2185	GP7	AT&SF 2739	Blue & white	GSWR		Yes, GSWR
2077	GP7	AT&SF 2761	Cream, red & green	GAAB	Pride of Dawson	Yes, GAAB
2078	GP7	AT&SF 2755	Cream, red & green	GAAB	Spirit of Eufaula	Yes, GAAB
2130	GP7	AT&SF 2825	Cream, red & green	GGS	The Albany Express	Yes, GGS

ROSTER: Effective October 1991, compiled by R.C. Thomason and Jim Boyd from various sources.

Motive Power

A railfan trip to southwest Georgia will yield a menagerie of locomotive liveries. This is because RailTex started operations with units brought in from other lines as well as second-hand units from as far away as Massachusetts and California. Initial operations were handled with power leased from CSX and NS until the RailTex units arrived. High-nose GP9s acquired from the defunct Cape Cod & Hyannis showed up, and their impressive red, green and cream livery was retained with distinctive lettering added by local sign painter Christy McGough. Carolina Piedmont Geep No.20, also in the CC&H colors, went into service alongside the Georgia units and continues there today. Chessie System GP9 6541 (B&O 6541) was the first, and only, unit to get the GSWR's first "official" paint scheme of red and white in the fall of 1989.

Newer power for the roads began arriving in late 1989 in the form of eight rebuilt, chop-nose Santa Fe GP7s. General Manager McLaren stayed with the CC&H colors for the GAAB and GGS and had his three new Santa Fe units repainted. The Georgia South-Western, however, adopted a new blue and white livery for its five units. By late 1991, all the Santa Fes had been repainted, but the 6541 was still in red and white and the former GAAB high-nose GP9 No.21 was carrying the GSWR name in the CC&H livery, along with Carolina Piedmont No.20.

With their colorful roster and interesting operations, the RailTex lines in Georgia have brought rail history full circle. They are proving again that personalized local service is still a vital part of American railroading.

THREE KODACHROMES MARTIN E. HANSEN

The Last Train

The Oregon, California & Eastern and Weyerhaeuser "Woods Line" are to be torn up in the spring of 1992

by Martin E. Hansen

KODACHROME GREG BROWN

THE LAST RUN over the OC&E took place on Wednesday, September 25, 1991, as M-K rebuilds 7601, 7603 and 7602 led 79 empty flats along a pond (**left**) at Beatty, then doubled the train down the East Switchback (**opposite bottom**) and on toward Klamath Falls, as viewed (**opposite center**) from the West Switchback. Two weeks earlier, on September 12, four units made up a "Sycan Turn" gathering up equipment; it is seen (**above**) with the 7602 leading westward at Olene. On September 20, the Friday before the last run, the 7602, 7603 and 7601 worked another Sycan Turn, collecting more empty log cars and heading around the loop (**below**) at the West Switchback. The line will be torn up in the spring of 1992.

on the OC&E

On Wednesday, September 25, 1991, the very last train to operate on the common-carrier Oregon, California & Eastern Railroad ran from Klamath Falls 54 miles to the shops at Sycan and returned with 79 empty log cars. This Weyerhaeuser logging railroad, covered in the August 1977 RAILFAN, consisted of the OC&E main line reaching eastward from Klamath Falls 64 miles to Bly, Oregon, and the Weyerhaeuser "Woods Line" from the shops at Sycan (ten miles west of Bly) north into the logging areas. The 45-mile Woods Line was famous for its Baldwin switchers, while the OC&E featured Morrison-Knudsen rebuilt U25Bs with EMD engines. The OC&E was also famous for the switchbacks on its main line over Bly Mountain.

The last logs had come off the Woods Line in February 1990, and its locomotives (three BN green ex-GN GP7s, which replaced the Baldwins in the mid-1980s) were stored at the Sycan shop. The last log trains rolled over the main line of the OC&E in April 1990, and at the close of operations the empty log cars were left at Bly and Sycan. A number of "clean up" trips were made in September 1991 to gather up all the remaining equipment from the lines. The very last trip was made on September 25, when Weyerhaeuser dispatched three OC&E M-K rebuilds and the Woods Line caboose out to Sycan to retrieve the remaining log cars.

The Woods Line Geeps, roller-bearing-equipped log cars and cabooses were moved to Weyerhaeuser's Longview, Washington, facility for storage and resale. The M-K diesels are stored at Klamath Falls for resale from there. The 78 friction-bearing log cars brought in from Sycan are scheduled to be sold or scrapped at Klamath Falls. Bids for the scrapping of the OC&E main and the Woods Line track were to have been in by the first week of October 1991, and barring any last minute reprieve by local groups hoping to save the lines, scrapping should be under way by the spring of 1992. No further trains will operate over the lines, as the scrapping operations will be done by trucks.

KODACHROME JOHN E. SHAW, JR.

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Budd Car - The RDC Story: hb.....44.95
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Colorful Streetcars We Rode: s.....24.95
Conrail - Vol 1: hb 35.95
Conrail - Vol 2: hb 35.95
Diesels Over Donner: hb.....44.95
Ency. Of West. RR History I: 31.50
Ency. Of West. RR History II: 38.50
Feather River Route-Part 1: hb.....38.50
Feather River Route-Part 2: hb.....42.95
Fort Wayne & Wabash Trolleys: 32.50
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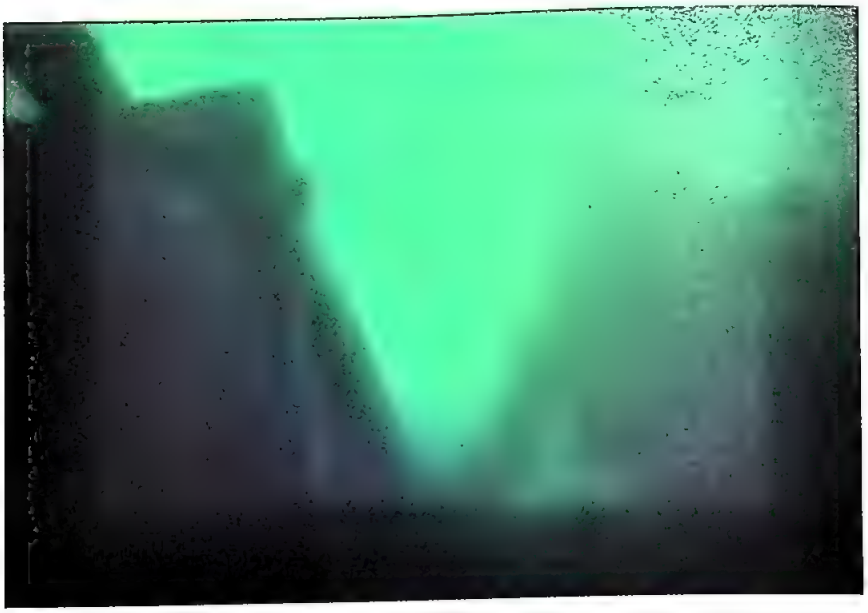

SCUBA DIVER Fred Barthes hovers over the platform roof of Conrail caboose 23865 (former NH) beneath 30 feet of murky water at Willow Springs Quarry in Richland, Penna.

Underwater Railfanning

While railroading has been the driving force of all of my adult life, I have tried to maintain a bit of balance and develop other interests, as well. My mother was an excellent swimmer, and my sister and I learned to swim and water ski on the Rock River at an early age. I learned to scuba dive in college and pursued it off-and-on for many years thereafter as time and money permitted.

Shortly after moving to New Jersey in 1971 to work for Carstens, I got my diving certification up to date at Irv Ruben's Lakeland Divers in East Hanover and became friends with Dave Sutton, the shop manager. Dave and I shared an interest in antique diving gear, and I had a couple of old diving helmets that I'd picked up in my travels over the years. Dave had been a commercial diver and had quite a collection of his own. It wasn't long before a group of us were running equipment familiarization classes in "recreational hard hat diving" at Lakeland

Continued on page 84.

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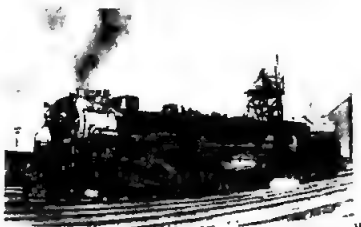
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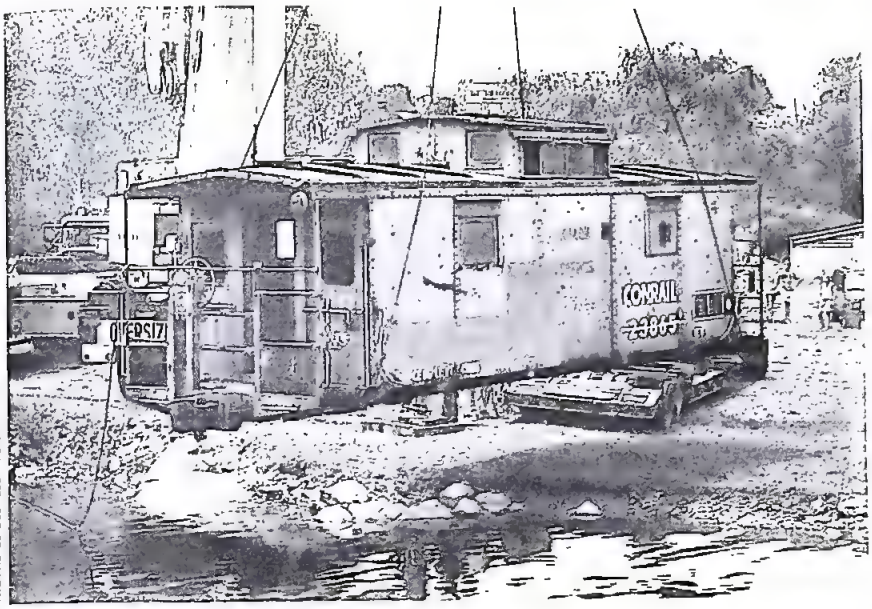

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CONRAIL CABOOSE 23865 was trucked to the Willow Springs Quarry and submerged in a 35-foot-deep cove with steep rock walls on June 16, 1988, as an attraction for scuba divers. Although it wore the same number under PC, we have not determined its NH number.

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"Together Again" was on the 1946 C&O Calendar. Peake, Chessie's mate, has returned from WWII service. This cover is used to represent the Desert Storm Troops just returned from another, more recent conflict.

The Chessie Calendar is back!

The Chessie calendar was the most popular railroad calendar in the 1930s-1950s, featuring Chessie and her family in some pose that advertised passenger travel on the C&O Railway or related to some current event. Chessie, the sleepy little kitten that was adopted as an advertsing symbol by the C&O in 1933 to emphasize the comfort passengers cound enjoy on it's air-conditioned trains, soon came to represent the railway itself, and in 1972 the combined C&O/B&O/WM system was named "Chessie System." Today, even though Chessie doesn't appear on locomotives, cars, or timetables, she's still very much alive in the hearts of many Americans. C&O Historical Society has been chosen by CSX to carry on the great Chessie tradition by issuing this new sereies of calendars for employees and the public.

For 1992, the C&OHS begins a series that will recapture the spirit of the 1930-50s era with a calendar that shows Chessie and her family as she appeared in calendars and ads from that era as well as paintings that have appeared in other C&O calendars.

Full color thourghout, 17x11-inch size folded out, with an appointment style calendar to accompany 12 different renderings. Printed on high quality enameled paper. *Don't be disappointed, order early! Supplies of this premier issue of the "new" Chessie calendar may be quickly exhausted!* **$6.95 each + $1.00 postage first calendar, $.50 each additional (VA residents add 4.5% tax). Foreign orders $3.00 shipping.**

Chessie Calendar, C&O Historical Society, Dept. T
P. O. Box 79
Clifton Forge, VA 24422

GREEN OVER RED The fireman aboard Nickel Plate Road Berkshire 779 westbound on the Fort Wayne Division cracked open the firedoor to check his fire, and the splay of light from the cab on ground and smoke left an image that lingered long after the Evening Star and Big Dipper reappeared in the sky of a northern Indiana night. Fleeting green, and time, changed to red.

After dark, railroading is an affair with light. The muted aspect of yard lights and the incandescent glow of terminals, depots and warehouses enhance the night, with subdued patterns limned by trackwork reflections and the piercing stare of signals and switch lamps. Then, the glare of headlights or pulsing flashes of fire fill the dark, and moving forms are animated by the small, now-you-see-them-now-you-don't wink of running lights and number boards and markers. The night is light without benefit of strobes or tripods, fast film or flashbulbs.

Text and Artwork by Ted Rose

After Dark

HOMESTRETCH In the early darkness of November at Joliet, Illinois, Santa Fe's No.12 from Kansas City has the high green for its last lap into Chicago, while outbound Second No.15, the *Texas Chief*, moves into lights of the depot area. This timing is not uncommon, but the warbonnet F-units on 12 tonight, which would be commonplace on almost any other Santa Fe train at Joliet, are a bit unusual. Number 12 usually catches slant-nosed E6s or bulldog E8ms, and something in Kansas City disrupted the cycle. But only for tonight.

STOMPING GROUNDS At Shaffers Crossing engine terminal, an array of Norfolk & Western locomotives consort under the coal dock lights in the steamy green dark of Roanoke, Virginia. With its lubritorium and sweeping roundhouse, Shaffers Crossing is as modern as a steam facility can get — but when filled with locomotives on a calm night, it is also as timeless.

EAST WIND Calumet engine terminal this night hosts two Nickel Plate 2-8-4s. The 740 is called for an eastbound merchandise at 10:30 p.m., and 765 will be left to while away the hours in the acrid gloom of the swampy grasslands south of 103rd Street.

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SUSQUEHANNA 141 is commemorated with a marker buoy on Conrail caboose 23865 in 35 feet of water at Willow Springs Quarry in Richland, Pa., where scuba diver Mark Cornelius is about to descend. Jim Boyd, with NKP 765 T-shirt and SP 2472 cap, has just removed his helmet from diver Paul Britt at Willow Springs.

Continued from page 77.
using all sorts of surface-supplied gear.

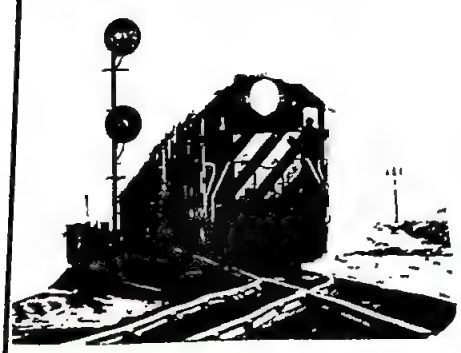
In addition to my railfanning and photography, I had somehow gotten myself into another time and money intensive hobby — although at least I'd spared myself Dave's other obsession: flying. A couple of years ago Dave left the dive shop to become a commercial airline pilot, but by then a handful of his hard hat diving "students" had acquired enough equipment to continue that sort of diving on our own — thanks to Fred Barthes buying Dave's air compressor and volume tank, the one expensive key ingredient to surface supplied diving.

Since then, on a half-dozen occasions each year we have gotten together with my hard hat rig (built by the Wu Lake Underwater Equipment Company in China in 1984) and Fred's Kirby-Morgan band mask and John Melnick's Aquadyne AH2 fiberglass commercial air hat and a variety of other equipment for a weekend of surface supplied diving. In the midst of deadlines and railroad business, it was nice to get away for a weekend with good friends who simply didn't give a damn about what was happening on the D&H. Mondays always seemed a bit fresher after a weekend under the water.

Of course, I just couldn't get away from trains. Our nearby one-day dive trips were made on Fridays to Dutch Springs near Nazareth, Pennsylvania, a flooded quarry for a now-abandoned cement plant that was served by the Lehigh & New England. The Conrail job from Allentown to Stockertown usually went by as we were setting up our gear at the quarry in mid-morning. And Henry, the manager of Dutch Springs, turned out to be a model railroader and railfan.

Our "three-day weekend" dive site was Willow Springs Quarry a bit further away at Richland, Pa., between Reading and Hershey on Conrail's former-Reading main line. Willow Springs is a working rock quarry that was flooded in 1929, trapping a steam shovel and some rail tramway equipment in 30 to 50 feet of water. Over the years other "interesting things" like a boat and an airplane have been sunk in the quarry as attractions for scuba divers. In June 1988 they added a Conrail caboose to the underwater collection.

From our dive station at the quarry, we couldn't reach most of this sunken hardware with our 200-foot umbilical, but we could reach one of the "main line" quarry railroad tracks in about 40 feet of water. A typical hard hat dive for me would be to follow an



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CARAVANS

by Frank LeFevre

HEY, LOOK WHAT IVE GOT... IT'S A SCALE MODEL OF THAT "TOURIST TRAIN" THAT'S COMING TO SYRACUSE !!
COOL ...WHAT'S IT RUN ON... BATTERIES?
NO... YOU DONT PLAY WITH IT...
YOU PUT IT IN YOUR FISH TANK !!
L. LEFEVRE 2-91

CARTOON ARTWORK: FRANK LeFEVRE / COURTESY SYRACUSE POST-STANDARD

underwater cable to a stairway over "the cliff," descend to the bottom and follow another cable out to a platform built about twelve feet off the bottom directly over the railroad tracks. There were three such platforms within the range of our 200-foot umbilical. The water is murky with visibility seldom over about ten feet, and a bottom-dwelling hard hat diver definitely stirs up the muck on the bottom. The final "cheap thrill" of my dive would be to follow my umbilical directly back toward shore and scale the 25-foot vertical cliff using the suit's buoyancy and my tender's firm grip on the umbilical.

On October 18-20, 1991, we had a three day dive at Willow Springs during which I wanted to accomplish three things: determine the gauge of the quarry track, locate the Conrail caboose and mark it with a buoy commemorating America's most famous underwater railroad artifact, Susquehanna 2-8-2 141.

The track gauge was easy, as I spanned it with my arm and helmet faceplate and marked it with duct tape on my air hose. It is 30-inch gauge. The caboose was a little more difficult, and its story began a month earlier.

Diving on the caboose in our surface supplied gear would be impractical, since there is no convenient place nearby to enter the water with the heavy gear, and since the caboose is in a "cove" with a very silty bottom, clumping along in hard hat gear would likely stir up a "silt out" and obscure the already limited visibility. We opted to make the caboose a purely scuba venture.

Since I don't own any scuba gear, I went across the road to the Jolly Roger Dive Shop to rent a rig. I put on a T-shirt featuring Rock Island E6 630 that happened to be in the trunk of my car and went into the shop. Bill Monaghan, the owner, spied the shirt and commented, "Rock Island *Rocket*, eh? I know about things like that."

"You one of them railfanners?" I asked.

"Yep."

Turns out he is a regular reader of R&R and knew all about our caboose. He gave me a rough description of its location and sent me on my way with the scuba rig. For the next hour Fred, Rich Sussman and I poked around in the murky water with no success in locating the caboose. It is in a cove about the size of a football field and submerged in about 35 feet of water. But with only about eight feet of visibility, you'd be amazed at how much of a submerged football field *is not* occupied by a 35-foot-long caboose. We simply needed a better search plan.

In October we developed our better plan, and I made up a yellow and black buoy out of a plastic bleach bottle to permanently mark the caboose with when we found it. To honor the Susquehanna's Chinese Mikado now resting at the bottom of the Bay of Bengal, I inscribed the buoy with the numerals "141." Fred and John Melnick took the line from the buoy to the bottom and I stayed at

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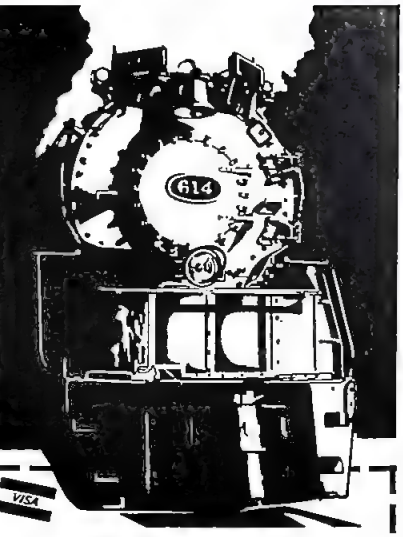

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shirts. He was diving in my Chinese hard hat rig, and when he returned to the surface and sat down I lifted his helmet off (page 84).

He looked in my direction and sighed, "Ahhhh, daylight."

"Nope," I replied. "That's Nickel Plate 765. The *Daylight* is the orange one."

"Huh?"

"Never mind."

More wrong audience

Tony Koester tells the story about his railfan brother Jack who was in Vietnam. It seems that Jack was on patrol with a rifle company and was in a column of grunts making its way over a swamp on a fallen tree trunk when ahead of him there was an eruption of automatic weapons fire. He watched as each soldier fired, shouted and then dove off the log.

Suddenly Jack was facing an angry wild boar that was charging up the log in his direction. Like everyone else before him, Jack cussed, shot and joined the birds.

Dripping with swamp ooze, Jack pulled himself back up on the log, looked both ways and asked, "Did anybody see if that pig was carrying green flags?"

"Huh?"

"Never mind."

Jim

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LITTLE RIVER RAILROAD hosted an 80th birthday party on October 5, 1991, for 4-6-2 110. In fresh Imron paint resembling her Baldwin builder's photo birthday suit, 110 is arriving at Pleasant Lake, Ind., (**below**) with former-C&A and *Hiawatha* coaches. It posed there (**right**) for a night photo. Little River hauls tourist trains on six miles of Hillsdale County short line in northern Indiana. Built in 1911 for a Tennessee short line of the same name, 110 is reputed to be the smallest standard gauge 4-6-2 ever built.

4 x 5 EKTACHROMES: CHARLES WILLER and KARL RANSEY

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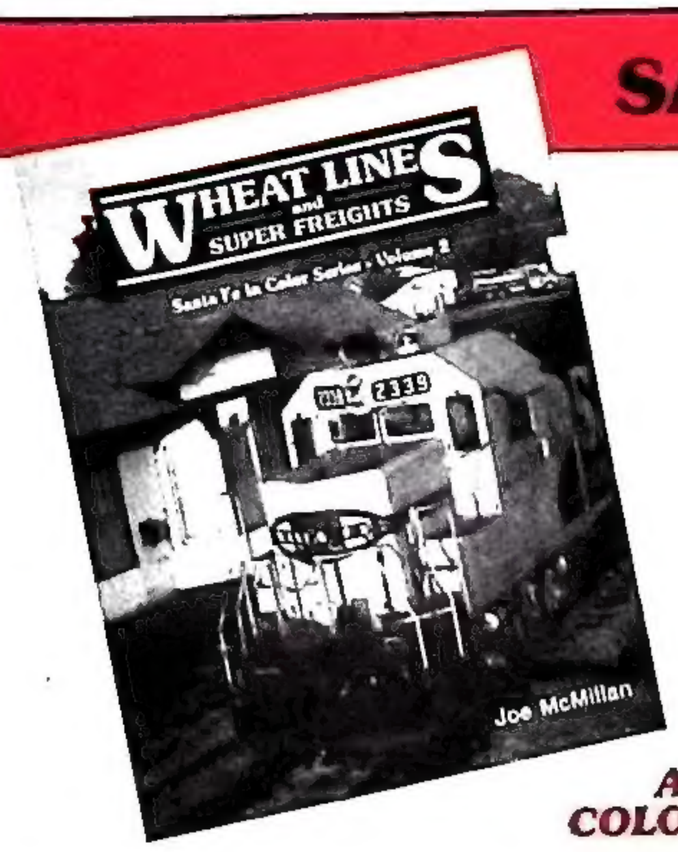

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EKTACHROME: HAL LEWIS

KODACHROME: JIM BOYD

UP 4-8-4 844 led symbol freight DENP from Cheyenne to North Platte on October 2 to get into position for some passenger specials at Omaha. It's shown lugging the 5292-ton, 70-car train up Archer Hill's 0.7% grade, where UP's 800s were rated at only 5000 tons in steam days. Although a slow order prevented a run at the hill, the 844 made the top at a solid 19 m.p.h.

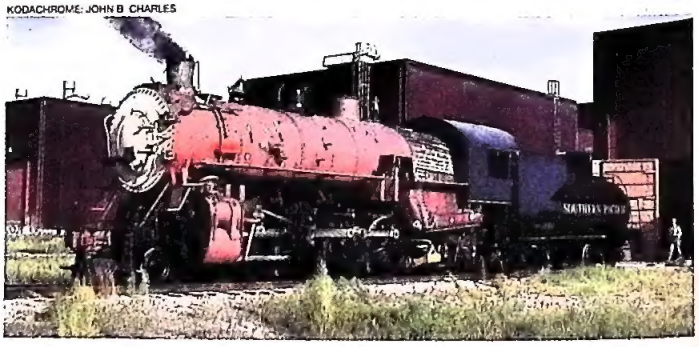
Railnews

EDAVILLE RAILROAD celebrated the 50th anniversary of Ellis Atwood's purchase of the Bridgton & Harrison equipment in October 1941 by repainting 2-4-4T No.7 with B&HR lettering for a Railfan Day on October 13 and operating it on freight and passenger consists with numerous photo runbys. See page 52 for details.

KODACHROME: STEVE GLISCHINSKI

NP 4-6-0 328 enjoyed its first main line mileage since the mid-1980s in the form of ferry moves to and from the DM&E (where it ran excursions) in late September and early October. The Minnesota Transportation Museum engine is shown on Soo Line's ex-Milwaukee Road main at East Hastings, Minnesota, en route from St. Paul to Winona on September 30. See page 52 for details.

KODACHROME: JOHN B. CHARLES



T&NO 2-8-2 786, under restoration by the Austin Steam Train Association, is seen during its successful test firing at Round Rock, Texas, on September 7. See page 52 for details.

ESSEX, MONTANA, lost its classic and often-photographed ex-GN depot on August 27 when a front-end loader reduced the wooden structure to kindling. The nearby Izaak Walton Inn was unable to save or move the depot but did get its name board. It's replaced by a BN depot inside the Essex wye which crews can access without walking across the main and helper tracks.

KODACHROME: DON MARENZI

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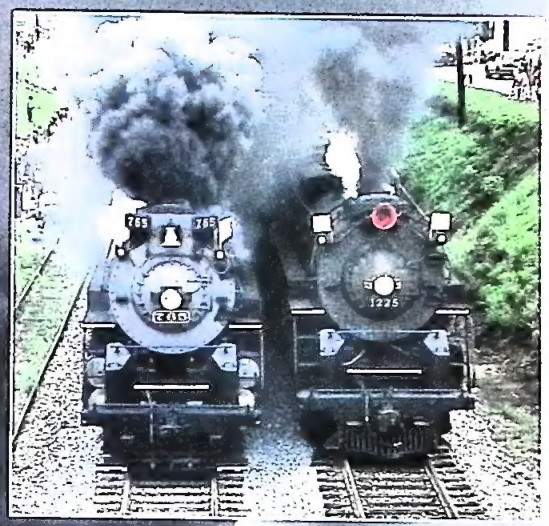

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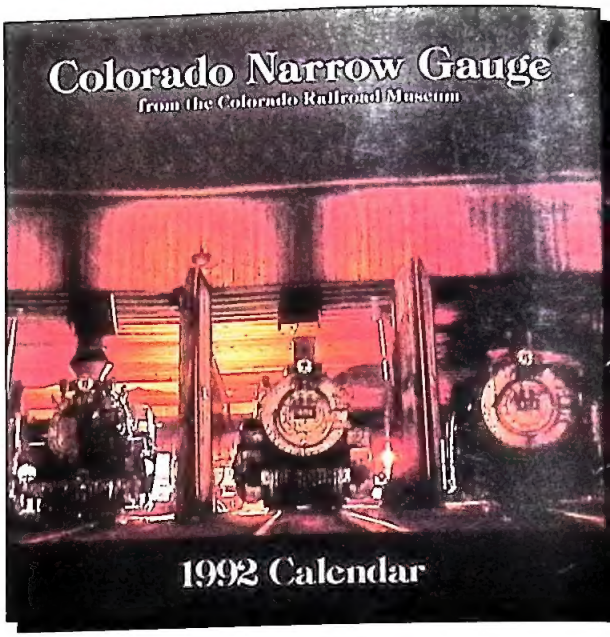

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